

1976 Chevrolet Owner's Manual



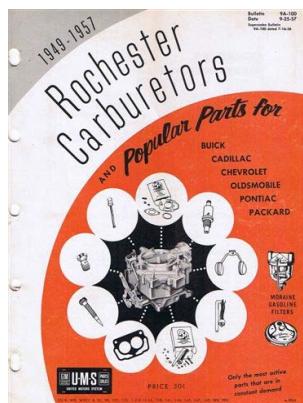
1976 Chevrolet • Important operating, safety and maintenance instructions



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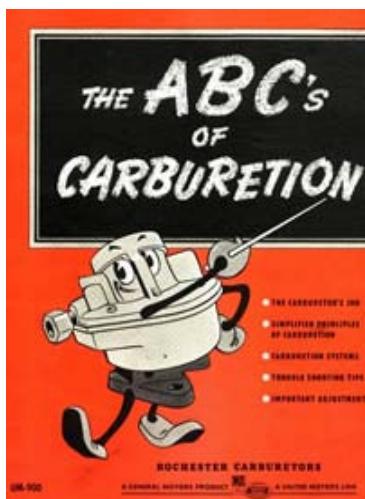
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BEFORE DRIVING YOUR CHEVROLET

DRIVER CHECKLIST

Before Entering Car

1. See that windows, mirrors and lights are clean.
2. Visually note inflation condition of tires.
3. Check that area to rear is clear if about to back up.

Before Driving Off

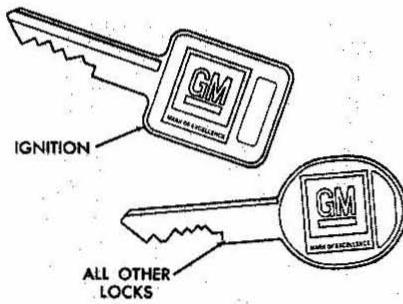
1. Lock all doors.
2. Position seat, and adjust head restraints, if so equipped.
3. Adjust inside and outside mirrors.
4. Fasten seat belts.
5. Check that warning bulbs light when key is turned to start position.
6. Release parking brake (and see that brake warning light turns off).
7. Be sure you understand your car and how to operate it safely.

Keys

Two separate keys are provided for your car. Each key has a different cross section so that it can be inserted only in certain locks.

- **Key with square head (stamped "C")** — for ignition switch only.
- **Key with oval head (stamped "D")** — for all other locks.

The code number of each key is



stamped on the "knock out" plug in the key head. Your Chevrolet dealer removed these plugs and placed them with the spare set of keys in the special key envelope that was given to you at time of delivery. For your protection:

- Record the numbers on the key envelope and discard the key plugs.
- Keep the key envelope in a safe place such as your wallet, NOT IN THE CAR.

In the event the original keys are lost, duplicates can be made by your dealer or a locksmith using the key code information.

Be sure to lock the glove box or console compartment and remove the key from the car whenever it is necessary to leave the ignition key with an attendant.

Door Locks

Front and rear side doors can be locked from the inside by depressing the passenger guard door lock buttons located on the upper door panel. All doors can be locked from the outside by first depressing the door lock button and closing the door.

The front doors can also be locked by using the key.

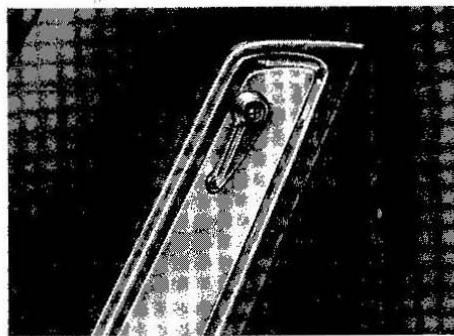
All models have as a standard safety feature overriding door locks. When the doors are locked, the door latch mechanism is inoperative, preventing inadvertent opening of the door by movement of the inside handle.

REMINDER: Avoid hanging objects on the right hand coat hook in such a way that you block the driver's vision to the right rear quarter.

REMINDER: Always lock the doors when driving, for greater security in the event of an accident, to help keep children from opening door, and for greater security against entry by unwelcome persons while momentarily stopped.

Seats

Folding seat backs are equipped with self-latching mechanisms and release controls designed for the convenience of entering and exiting passengers.



Manually Operated Front Seats

The front seats may be adjusted forward or rearward by moving the control lever at the side of the seat forward and exerting slight body pressure in the direction desired. The seat is locked in position when the lever is released.

CAUTION: After adjusting a manually operated seat, always use body weight to push forward and backward on seat — to assure that seat adjusters have securely engaged in the new position. Motion of the seat indicates that at least one adjuster did not engage, which could increase the chance of injury and/or the severity of injury in the event of an accident. If this condition persists, take the vehicle to your dealer for service.



CAUTION: Do not adjust a manually operated driver's seat while the car is moving—the seat could move unexpectedly, causing loss of control of the vehicle.

Front Seat Back Locks

Front seat backs on two-door styles are equipped with a self-locking mechanism to keep the seat back locked in place while in the up position. The lock release lever is located on the upper outboard portion of the seat back.

To tilt the seat back forward, rotate the lever rearward and tilt the seat back forward. When the seat back is returned to the up position, the seat back will automatically lock.

Keep belt restraints and buckles clear of mechanism when tilting folding seats forward or backwards, to help prevent damage to these belt systems.

Power Operated Front Seats

The six-way power seat control

switch is located on the driver's seat left side panel.

The seat can be operated as follows:

1. The front control provides up and down movement of the front of the seat.
2. The center control provides forward and backward movement and up and down movement of the entire front seat.
3. The rear control provides up and down movement of the rear of the seat.

CAUTION: The filler panel between the rear seat and the rear window should not be used for storage—even of light weight, small articles. They might become dangerous projectiles during an accident. Large items may also reduce vision to the rear.

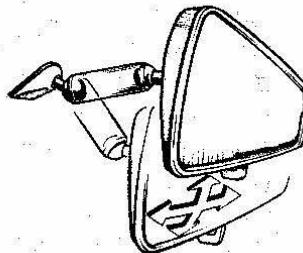
Power Windows

Power windows have an ignition interlock so the windows cannot be operated unless the ignition switch is in the "on" position.

REMINDER: Remove the ignition key when the vehicle is not attended by a responsible person. A master control for all windows is provided at the driver's position. Individual switches are provided under each window for passenger use.

Inside Rearview Mirrors

Switch mirror to night position to reduce glare from following headlights. To raise or lower mirror to achieve desired field of view, grasp mirror and exert sufficient pressure by pushing or pulling up, down or sideways.



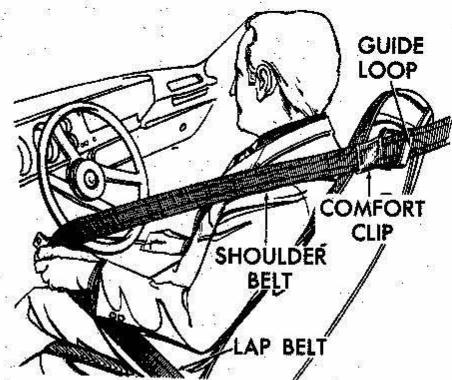
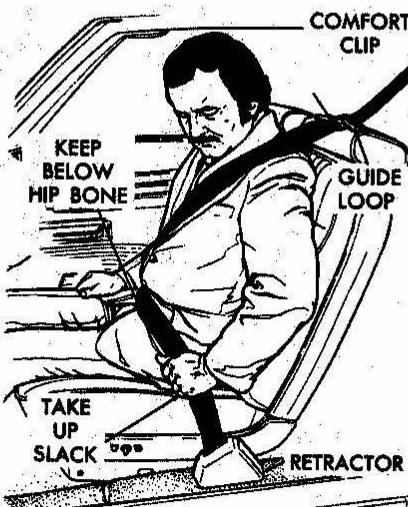
Occupant Restraint Belts

Lap and shoulder belts provide added security and comfort for you and your passengers. Proper use and care of these belts will assure continuance of this security.

Front Seat Lap-Shoulder Belt Combination

- Adjust front seat to satisfaction of driver and sit erect and well back in seat.
- In a single motion, pull the lap-shoulder belt webbing across lap far enough to permit inserting metal latch plate end of belt into the buckle, until a snap is heard. If webbing is not pulled out far enough to reach buckle, let lap belt rewind into its retractor to release lock mechanism, so belt can be pulled out to the proper length.
- Position "lap" portion of belt across lap as **LOW ON HIPS** as

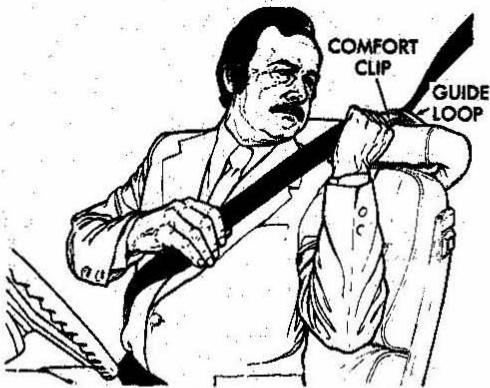
possible. To reduce the risk of sliding under belt during an accident, adjust to a **SNUG FIT** by pulling belt firmly across lap in direction of lap belt retractor so it can take up slack. The belt retractors are designed to automatically take up excess webbing.



CAUTION: A snug fit and a low lap belt position are essential to lessen the chance of injury in the event of an accident because this spreads the force exerted by the lap belt in a collision over the strong hip bone structure rather than across the soft abdominal area. To help lessen the chance of injury in the event of an accident—never use the same belt for more than one person at a time; avoid wearing belts in a twisted condition; and do not allow belts or hardware to become damaged by being pinched between the seat structural (metallic) members or in the door.

- The front seat shoulder belts in this vehicle are equipped with a "vehicle sensitive retractor" which is designed to grip the belt *only* during a sudden stop or impact. At other times it is designed to move freely with the occupant.
- For best restraint the slight tension on the shoulder caused by the shoulder belt retractor is desirable.
- A comfort clip is provided for those who find the shoulder belt tension a source of discomfort. If the shoulder belt tension becomes uncomfortable, pull down on the shoulder belt to provide the least amount of slack necessary to relieve tension (*not more* than one inch). Then push the comfort clip snugly against the guide loop.
- To unfasten belts, depress push

CAUTION: Excessive slack could result in increased personal injury due to reduced restraint system effectiveness.

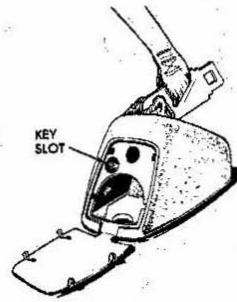


- button in center of buckle.
- When no longer in use, front seat lap-shoulder belts can be stowed by allowing them to rewind into their retractors. The comfort clip can be adjusted when removing belts, so shoulder belt slack will be fully taken up by retractor.

NOTE: Take care not to let the "lap" portion of the belt twist while

CAUTION: Do not wear shoulder belt under the arm or otherwise improperly positioned. Such improper use could increase the chance of injury and the severity of injury in the event of an accident.

it is being rewound into the retractor. The bulk of the twisted belt may cause the retractor to jam so it will not rewind further, while at the same time the retractor locking mechanism may prevent the belt from being withdrawn. To release a jammed belt, open the cover on the rear of the retractor and rotate the key slot while pulling the belt upward. This should allow the belt to be untwisted. If your retractor does not have such a key slot or for some reason the lap belt portion remains jammed, or other parts of the restraint system do not operate properly take the vehicle to your dealer for service.



Belt Restraint Buzzer/Light Reminder

- When the ignition key is turned to On or Start, a reminder light is designed to come on for four to eight seconds, to remind occupants to fasten their belt restraints.
- If the driver has not buckled his belt restraint prior to turning the key to On or Start, a buzzer is designed to sound for four to eight seconds to remind him to do so.

If the belt restraint system or reminder system does not work as described, see your Chevrolet dealer for information and assistance.

Lap Belts (For Rear Seat and Center Front Seat Passengers)

- Seating positions next to side windows (except station wagon

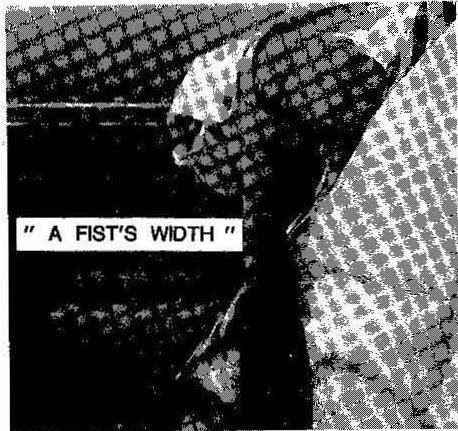
third seats) have retractors which are designed to automatically take up excess webbing. These belts should be positioned, secured and released as described above under "Lap-Shoulder Belt Combination." (Retractors are available as an option on station wagon third seats.)

- Lap belts at center seating positions (and third seats) also should be positioned, secured and released as described above, and adjusted to a SNUG FIT by pulling on the end of the belt extending from the adjustable latch plate.
- To lengthen lap belt at center seating positions (and station wagon third seats) place adjustable latch plate at right angles to the belt webbing and pull on latch plate; belt should then slide easily through the adjustment feature.



Optional Shoulder Belts (Rear Seat, Outboard)

- When properly worn with a lap belt, a shoulder belt can provide additional protection by preventing or minimizing impact with the car interior, by restraining forward motion of the upper torso in a collision. This is particularly true in the case of a frontal force impact.



- To fasten the detachable shoulder belt, unstow it and place the knob on the shoulder belt end into the keyhole on the lap belt latch plate. (The latch is designed so that this attachment can only be completed before fastening the lap belt.) Tilt the knob as necessary, to pass it through the slot. Pull the knob firmly upward to seat it at the narrow end of the keyhole, then

fasten the lap belt. Reverse this procedure when removing and restowing the shoulder belt.

- The detachable shoulder belts are lengthened and shortened in the same manner as center seat lap belts.
- The *detachable* shoulder belt should have sufficient slack to insert a fist's width between your chest and the belt. This can be checked by inserting a clenched fist between the belt and your chest with thumb against chest and back of hand facing upward.

CAUTION: Excessive slack could result in increased personal injury due to reduced restraint system effectiveness.

Do not wear shoulder belt under the arm or otherwise improperly positioned. Such improper use could increase the chance of injury and/or the severity of injury in the event of an accident.

Belt Restraint Inspection

- Periodically inspect belts, buckles, adjustable latch plates,

retractors, reminder systems, guide loops, clips, and anchors for damage that could lessen the effectiveness of the restraint system.

- Keep sharp edges and damaging objects away from belts, and other parts of restraint system.
- Replace belts if cut, weakened, frayed, or subjected to collision loads.
- Check that anchor mounting bolts are tight.
- Have questionable parts replaced.
- Keep belts clean and dry.
- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken belts.

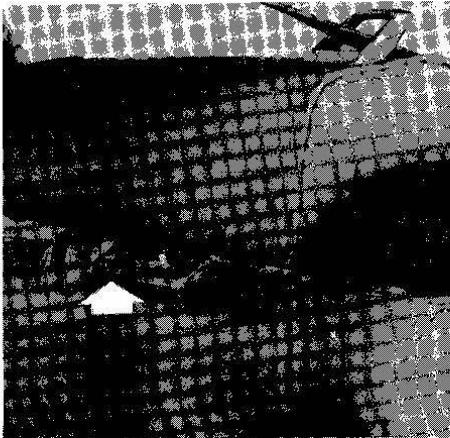
Head Restraints

- Head restraints are designed to help reduce injuries due to "whiplash".

- Select one of the two positions —up or down—which places the top of head restraint closest to the top of your ears.
- Do not use head restraint above the up detent position.
- Head restraint can be raised by pulling up until you feel it click into the “detent” position.
- To lower, release latch at base of supporting rod and push down on restraint.
- Do not operate vehicle with head restraints removed, since occupants lose the protection they provide.

Child Restraint

Children in automobiles should be restrained to lessen the risk of injury in accidents or sudden stops. General Motors dealers offer restraint systems designed specifically for use with infants and with small children. The GM “Infant Love



Seat” is designed for babies up to 20 pounds. The GM “Child Love Seat” (not available in Canada) is designed for children weighing 20 to 40 pounds, up to 3 feet-4 inches in height, who are able to sit up alone.

In using any infant or child restraint system, read and comply with all installation and usage instructions.

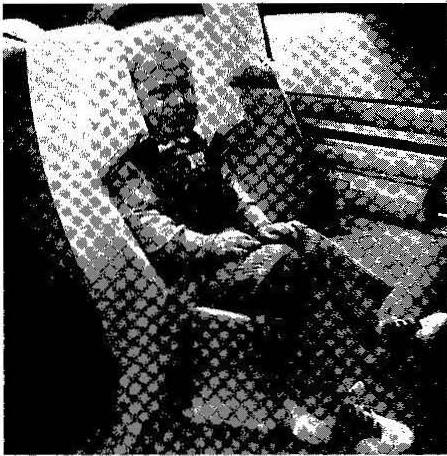
If a child is traveling in a vehicle

not equipped with a General Motors infant or child restraint or other appropriate infant or child restraint system, the following precautions should be taken:

1. Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which is placed crossways in the vehicle (width-wise) on the rear seat. The bassi-

net should be securely restrained with the regular vehicle belt restraints. An alternate method is to position the bassinet so that it rests against the back of the front seat, again crossways in the vehicle.

2. Children able to sit up by themselves should be placed on a seat and restrained with a belt restraint. When children ride in



the front seat, both lap and shoulder belt should be worn. If the shoulder belt causes neck or face irritation due to the child's size, this may be reduced in some cases by positioning the child further inboard. If serious discomfort continues, the child should be lap belted in the rear seat. Never allow a child to stand or kneel on any seat.

3. General Motors recommends that children be restrained properly when riding. However, if unusual conditions prohibit use of restraints and require that a child must stand, he should stand on the floor directly behind the front seat. This will help minimize the possibility of injury from frontal force impacts in the event of an accident.

Trailer Hauling

Since passenger cars are designed and intended to be used primarily as passenger conveyances, towing a trailer will effect handling, durability and economy. Maximum safety and satisfaction depends upon proper use of correct equipment and avoiding overloads and other abusive operation.

The maximum loaded trailer weight which you can pull with your car depends on what special equipment has been installed on your car. Chevrolet does not rec-

ommend towing any trailer *over 1,000 pounds gross trailer weight* unless the car *has the proper equipment*. Information on trailer hauling capabilities, special equipment required, and optional equipment offered by Chevrolet is available from your Chevrolet Dealer or by writing Chevrolet Motor Division, Detroit, Michigan 48202 (or in Canada by writing to General Motors of Canada Limited, Owner Relations Department, Oshawa, Ontario L1J 5Z6).

To assist in attaining good handling of the car-trailer combination, it is important that the trailer

tongue load be maintained at approximately 10% of the loaded trailer weight. Tongue loads can be adjusted by proper distribution of the load in the trailer, and can be checked by weighing separately the loaded trailer and then the tongue.

When towing trailers, tires should be inflated to the highest inflation pressures shown on the placard affixed to the left front door. The allowable passenger and cargo load, also shown on the same placard, is reduced by an amount equal to the trailer tongue load on the trailer hitch.

Maintenance

More frequent vehicle maintenance is required when using your car to pull a trailer. Change the:

- Automatic transmission fluid and filter each 15,000 miles, (see *Trailering brochure* for additional information).
- Rear axle fluid each 15,000 miles,
- Engine oil each 90 days or 3,000 miles, whichever occurs first,
- Positive crankcase ventilation valve each 12 months or 15,000 miles, whichever occurs first.
- See index for important information on belts, cooling system care and automatic brake adjustment.

Break-in Schedule

In addition to the new car break-in instructions in this manual, it is recommended that your new car be operated for 500 miles before trailer towing. If it is necessary to tow during this period, avoid speeds over 50 MPH and full throttle starts. The same precautions should be observed whenever a new engine, transmission or axle is installed in your car.

CAUTIONS:

1. A frame mounted load distributing hitch with sway control of sufficient capacity is required for trailers over 2,000 lbs. loaded weight.
2. Do not use axle-mounted hitches. They can cause damage to the axle housing, wheel bearings, wheels or tires.
3. Trailer brakes are required on trailers over 1,000 lbs. loaded weight.
4. Do not tap into the car's hydraulic brake system if operation of the trailer brake system requires more than 0.02 cubic inch of fluid displacement from the car's master cylinder. The car's master cylinder fluid capacity will not be sufficient to operate both car and trailer brakes under all conditions of use if more than 0.02 cubic inch of fluid displacement is required.
5. Whenever a trailer hitch is removed, be certain to have any mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water. (See *Exhaust Gas Caution*).
6. Use only trailer hitches which permit normal operation of the Energy Absorbing Bumper system. For example, a rigid fore and aft connection between the bumper and any other part of the vehicle should be avoided, otherwise damage may be increased in the event of a collision.

Operation in Foreign Countries

Your car is designed to operate on unleaded fuel of approximately 91 research octane number.

If you plan to operate your car outside the Continental limits of the United States or Canada, there is a possibility that the best fuels available in some countries are so low in octane rating that excessive knocking and serious engine damage may result from their use. Also, if leaded fuels are used in vehicles designed for unleaded fuels, it may

result in the deactivation of the catalytic converter, if the vehicle is so equipped, and possibly other related problems. *The use of leaded fuel in a vehicle designed for unleaded fuel will require different maintenance intervals.* To obtain information on the octane rating and availability of non-leaded fuels available in the countries in which you plan to travel, and a maintenance schedule to be used when operating on leaded fuel, write to Chevrolet Motor Division, Service Department, Detroit, Michigan 48202, (or in Canada write to General Motors of Canada Limited, Owner Relations Department, Oshawa, Ontario L1J 5Z6), giving:

- The vehicle identification number (on plate on instrument panel ahead of the steering wheel and visible through the windshield, or from registration slip or title),.
- The country or countries in which you plan to travel.

It is recommended that you not operate your car in any country not having fuels meeting the requirements of your car's engine as these *may cause engine damage* for which Chevrolet is not responsible under the terms of the Chevrolet New Vehicle Warranty or Emission Control Systems Warranty.

STARTING AND OPERATING

Engine Exhaust Gas Caution (Carbon Monoxide)

Avoid inhaling exhaust gases because they contain carbon monoxide, which by itself is colorless and odorless. Carbon monoxide is a dangerous gas that can cause unconsciousness and is potentially lethal.

If at any time you suspect that exhaust fumes are entering the passenger compartment, have the cause determined and corrected as soon as possible. If you must drive under these conditions, drive only with all windows fully open.

The best protection against carbon monoxide entry into the car body is a properly maintained engine exhaust system, car body and body ventilation system. It is recommended that the exhaust system and body be inspected by a competent mechanic.

- **Each time the vehicle is raised for oil change.**
- **Whenever a change is noticed in the sound of the exhaust system.**

- **Whenever the exhaust system, underbody or rear of the vehicle is damaged. See your Maintenance Schedule folder furnished with your vehicle for inspection procedure.**

To allow proper operation of the car's ventilation system, keep front ventilation inlet grille clear of snow, leaves or other obstruction at all times.

SITTING IN A PARKED CAR WITH ENGINE RUNNING FOR AN EXTENDED PERIOD IS NOT RECOMMENDED.

Do not run engine in confined areas such as garages any more than needed to move vehicle in or out of area. When vehicle is stopped in an UNCONFINED area with the engine running for any more than a short period, adjust heating or cooling system to force outside air into car as follows:

1. **On cars not equipped with air conditioning, set fan to medium or high speed and upper control lever to any position except OFF.**

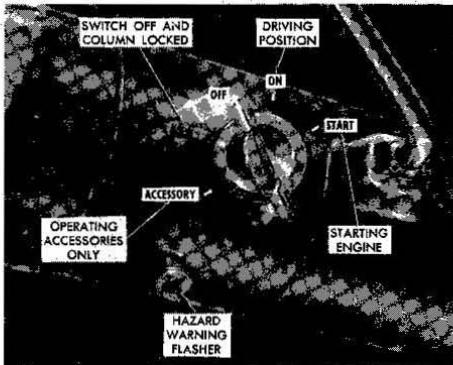
2. **On cars equipped with manual air conditioning, set fan to medium or high speed, upper control lever to any position except OFF, and lower control lever to any position except extreme left COLD.**

3. **On cars equipped with automatic air conditioning, set control lever to HI except in hot weather in which case, set lever in AUTO.**

The trunk lid should be closed while driving to help prevent inadvertently drawing exhaust gases into the car. It is unwise to drive at high speeds for long durations with the trunk lid open. However, if for some reason the trunk must remain open for a period while moving, or electrical wiring or other cable connections to a trailer must pass through the seal between trunk lid and body, the following precautions should be observed:

- **Close all windows.**
- **Adjust heating or cooling system to force outside air into car as described in items 1, 2 and 3 above but with fan set at high speed.**
- **On cars equipped with outside air vents in or under instrument panel, open vents fully.**

STEERING COLUMN CONTROLS



Anti-Theft Steering Column Lock

The anti-theft lock, located on the right side of the steering column, has five positions:

- **Accessory**—Permits operation of electrical accessories when engine is not running. To engage, push key in and turn toward you (counterclockwise).
- **Lock**—Normal parking position. Locks ignition and provides

added theft protection by preventing normal operation of steering wheel and shift controls. to "lock" position and removed until transmission is placed in "park".

- **Off**—Permits turning engine off without locking steering wheel and shift controls.
- **Run (ON)**—Normal operating position.
- **Start**—Permits engagement of starter.

NOTE: The anti-theft steering column lock is not a substitute for the parking brake. Always set the parking brake when leaving the car unattended.

If difficulty is experienced in turning the ignition key and lock knob to unlock the ignition, attempt to turn the steering wheel as hard as possible in the direction the wheels are turned. At the same time turn the ignition-lock knob in

a clockwise direction with as much effort as you can apply with your own hand. Do not attempt to use a tool of any kind to apply additional force on the lock knob, as this could break the knob.

Parking

When leaving your car unattended:

- Set parking brake.
- Place automatic transmission selector in Park.
- Turn key to LOCK position.
- Remove key (the buzzer will remind you).
- Lock all doors.

IMPORTANT: Do not park your car over combustible materials, such as grass or leaves, which can come into contact with the hot exhaust system and cause such materials to ignite under certain wind and weather conditions.

NOTICE: Do not leave your car unattended with the engine running. If the engine should overheat while your car is unattended, the temperature warning light or gauge would go unheeded, which could result in extensive damage to your car.

Starting the Engine

Automatic Transmission Models

1. **Apply the parking brake.**
2. **Place transmission selector in "P" or "N" ("P" preferred).**
3. Depress accelerator pedal and activate starter as outlined below for different conditions.

IMPORTANT: Do not keep the starter engaged for more than 15 seconds at a time. Wait 10 or 15 seconds before trying again.

- **Cold Engine** – Fully depress accelerator pedal and slowly release. *With foot off the pedal*, crank the engine by turning the ignition key to the Start position – release when engine starts.

If engine starts, but fails to run, repeat this procedure. When engine is running smoothly (approximately 30 seconds), the idle speed may be reduced by slightly depressing the accelerator pedal and then slowly releasing.

CAUTION: Extended running of engine (5 minutes or more) without depressing accelerator pedal, could cause damage to engine or exhaust system due to overheating.

- **Warm Engine** – Depress accelerator pedal about *halfway* and hold while cranking the engine.

- **Extremely Cold Weather (Below 0° F.) (−18° C.) Or After Car Has Been Standing Idle Several Days—**

Fully depress and release accelerator pedal two or three times before cranking the engine. *With foot off the accelerator pedal*, crank the engine by turning the key to the Start position and release when engine starts.

Engine Flooded

Depress accelerator pedal and hold to floor while starting until engine is cleared of excess fuel and is running smoothly. Never "pump" the accelerator pedal.

Warm-Up

Always let the engine idle for 20 to 30 seconds after starting and drive at moderate speeds for several miles, especially during cold weather.

Driving with the Chevrolet Automatic Transmissions

Your Chevrolet is equipped with a Turbo Hydra-Matic automatic transmission. After starting the engine with the selector lever in N (Neutral) or P (Park) position, select the range desired (see table) and depress the accelerator. A gradual start with a steady increase in accelerator pressure will result in best possible fuel economy. Rapid acceleration for fast starts will result in greater fuel consumption.

Automatic transmission shift quadrants of all GM cars continue the uniform sequence of selector positions. This particularly benefits

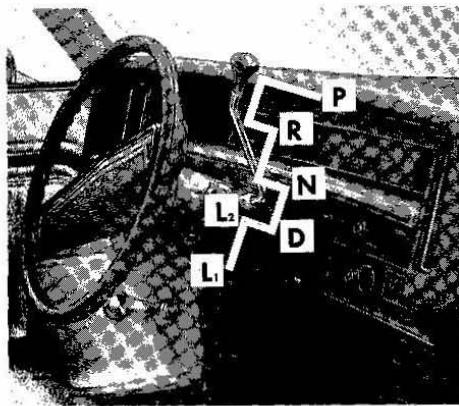
multicar families and those who occasionally drive other cars. Shift indicators are arranged with "Park" position at one end, followed in sequence by "Reverse", "Neutral" and the forward driving ranges. All automatic transmissions are equipped with a starter safety switch designed to permit starting the engine only when the transmission selector is in the "Park" or "Neutral" position. For additional engine braking effect, as sometimes needed in mountainous driving, place the transmission in a intermediate range.

CAUTION: Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear. Use the lower gear ranges to control vehicle speed. Avoid prolonged or frequent application of the brakes which could cause overheating and thus reduce brake effectiveness.

CAUTION: Use caution when accelerating or shifting into lower range or lower gear on slippery surfaces with vehicle moving — abrupt engine braking action could cause the rear wheels to skid, possibly leading to loss of vehicle control.

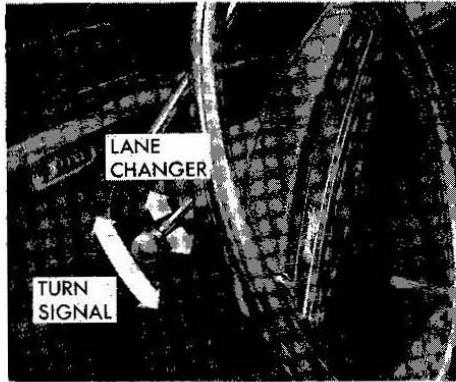
Column Shift Lever

The heavy line in the illustrations indicates the movement of the shift lever as it is lifted to shift into Reverse, L₂, L₁, and into or out of Park position.



Turn Signals and Lane Change Feature

The turn signal lever is located on the left side of the steering column immediately under the steering wheel. The lever is moved upward to signal a right turn and downward to signal a left turn. Lamps on the front and rear of the car transmit this signal to other motorists and pedestrians. The ignition



TURBO HYDRA-MATIC

P — PARK	Use only when vehicle is stopped.
R — REVERSE	For backing vehicle — from stop.
N — NEUTRAL	For standing (Brakes Applied).
D — DRIVE	For forward driving. Depress accelerator to floor for extra acceleration below 65 mph; depress accelerator half-way at speeds below 30 mph.
L₂ — LOW₂	For driving in heavy traffic or on hilly terrain. Shift into L ₂ at any vehicle speed. The transmission will shift into second gear and remain in second until the vehicle speed or throttle are reduced to obtain first gear operation in the same manner as in D range. L ₂ range position prevents the transmission from shifting to 3rd gear.
L₁ — LOW₁	For hard pulling through sand, snow or mud, and for climbing or descending steep grades. Shift into L ₁ at any vehicle speed. Depending upon the axle ratio of the vehicle the transmission will shift to second gear at any speed above approximately 40 mph and will shift to 1st gear as speed is reduced below 40. L ₁ range position prevents the transmission from shifting out of first gear.

switch must be in the "ON" position in order for the turn signals to be operational. This feature prevents battery drain if the lever is left in an "ON" position when your car is not in use.

In a normal turning situation such as turning a corner, the turn signal is canceled automatically after the turn is completed. However, in some driving maneuvers

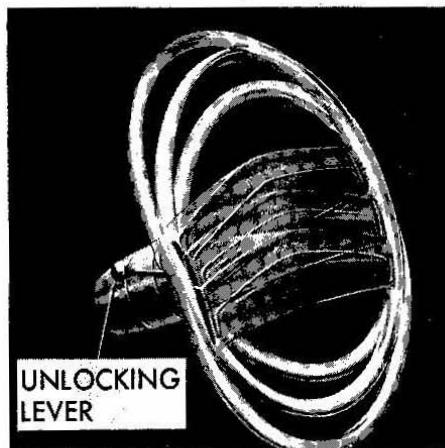
such as changing lanes on an expressway, the steering wheel is not turned back sufficiently after completing the turn to automatically cancel the turn signal. For convenience in such maneuvers, the driver can flash the turn signals by moving the turn signal lever part way (to the first stop) and holding it there. The lever returns to the neutral or canceled position when the driver releases his hold on the lever.

A green light on the instrument cluster flashes to indicate proper operation of the front and rear turn signal lamps. If the indicator lamp remains on and does not flash, check for a defective lamp bulb. If the indicator fails to light when the lever is moved, check the fuse and indicator bulb.

Power Steering

If the steering system power assist fails due to some malfunction,

or because the engine has stalled, the car can still be steered. However, much greater effort is required particularly in sharp turns.



Tilt Steering Wheel

The optional tilt steering wheel can be tilted up above normal position to provide additional room for entrance and exit as well as selected driving positions below normal height. This permits individual se-

lection of the most natural position for all driving conditions. On long trips the steering wheel position can be changed to minimize tension and fatigue.

The *tilt* mechanism is operated by lifting up on the small control lever on the left side of the steering column just below the directional signal, moving the steering wheel to the selected position, and releasing the lever.

Cruise Control

The optional Cruise Control System provides automatic speed control for your comfort when driving on freeways, turnpikes, or other non-congested highways. The system is designed to function above speeds of approximately 30 MPH.

To engage the Cruise Control, proceed as follows:

- Accelerate to desired cruising speed and partially depress and

- release the control button at the end of the turn signal lever.
- Remove your foot from the accelerator pedal and desired speed will automatically be maintained.
- To change automatic speed setting, press control button until it bottoms and hold until desired speed is attained.
- Before releasing control button, hesitate at the partially depressed position, then remove your foot from the accelerator. If control button is not fully depressed, when changing speed setting, the car will resume your previously selected speed.

To disengage system, lightly depress brake pedal.



CAUTION: Do not use the Cruise Control when conditions are not suitable for maintaining a constant speed, such as in heavy or varying traffic, or on winding or slippery roads. With the Cruise Control engaged, removing foot from the accelerator pedal does not permit engine speed to return to idle.

Horn

The horn on your Chevrolet is actuated by firmly pressing on the pad in the center of the steering wheel.

As a good motorist, use of the horn should be kept at a minimum. However, acquaint yourself as soon as possible with this function of your car, should it ever become necessary to give a warning to a pedestrian or another motorist.

NOTE: For operation of hazard flasher, see page 3-1, in section 3, "In Case of Emergency."

FLOOR CONTROLS

Braking System

The service brake system is designed for braking performance under a wide range of driving conditions even when the vehicle is loaded to its full rated vehicle load. When replacement parts are required, GM and Delco parts are recommended.

Power Brakes

- On your Chevrolet if power assist to the brakes is interrupted due to a stalled engine or some malfunction, two or more brake applications normally can be made using reserve power.
- If the brake pedal is held down, the system is designed to bring the car to a full stop on reserve power. However, the reserve power is partially depleted each

time the brake pedal is applied and released. Do not pump brakes when brake power assist has been interrupted except when necessary in order to maintain steering control on slippery surfaces.

- When reserve power is exhausted, the vehicle can still be stopped by applying greater force to the pedal.

CAUTION: *Driving through water deep enough to wet the brakes may adversely affect brake performance so that the vehicle will not slow down at the usual rate, and may pull to the right or left. Applying the brakes lightly will indicate whether they have been so affected. To dry them quickly, lightly apply the brakes while maintaining a safe forward speed with an assured clear distance ahead and to the sides until brake performance returns to normal.*

NOTE: Operation of the brake system warning light is covered on page 2-12 in the section on "Instrument Panel".

Parking Brake

- To set parking brake, fully depress foot pedal at far left side.
- For maximum holding power, depress regular brake pedal with the right foot at the same time.
- To release parking brake, pull "BRAKE RELEASE" lever on lower left instrument panel.
- As a reminder, the brake system warning light is designed to glow whenever the parking brake control is not fully released, and the ignition is on.
- Never drive car with parking brake set as this may overheat or otherwise damage rear brakes.

NOTE: "Riding the brake" by resting your foot on the brake pedal when not intending to brake can cause abnormally high brake temperatures, excessive lining wear and possible damage to the brakes, in addition to wasting gasoline.

Self-Adjusting Brakes

- Brakes on this car (except for the parking brake) are self-adjusting, designed to eliminate periodic brake adjustments.
- Drum brake adjustment is made automatically as the brakes are applied while car is moving backwards.
- Disc brake adjustment is made automatically with each brake application.
- If excess brake pedal travel develops, drive alternately back-

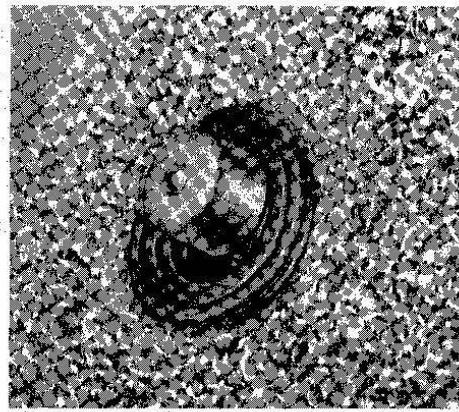
ward and forward (several times) and apply brakes firmly in each direction.

- See your dealer if normal pedal travel is not restored, or if there is a rapid increase in pedal travel, which could be a sign of other brake trouble.

See your dealer also if adjustment of the parking brake is required.

REMINDER: The front disc brakes have a built-in wear indicator that is designed to make a high frequency squealing, or cricket-like warning sound when the linings are worn to where replacement is required. The sound will occur intermittently or continuously when wheels are rolling, but will disappear when the brake pedal is ap-

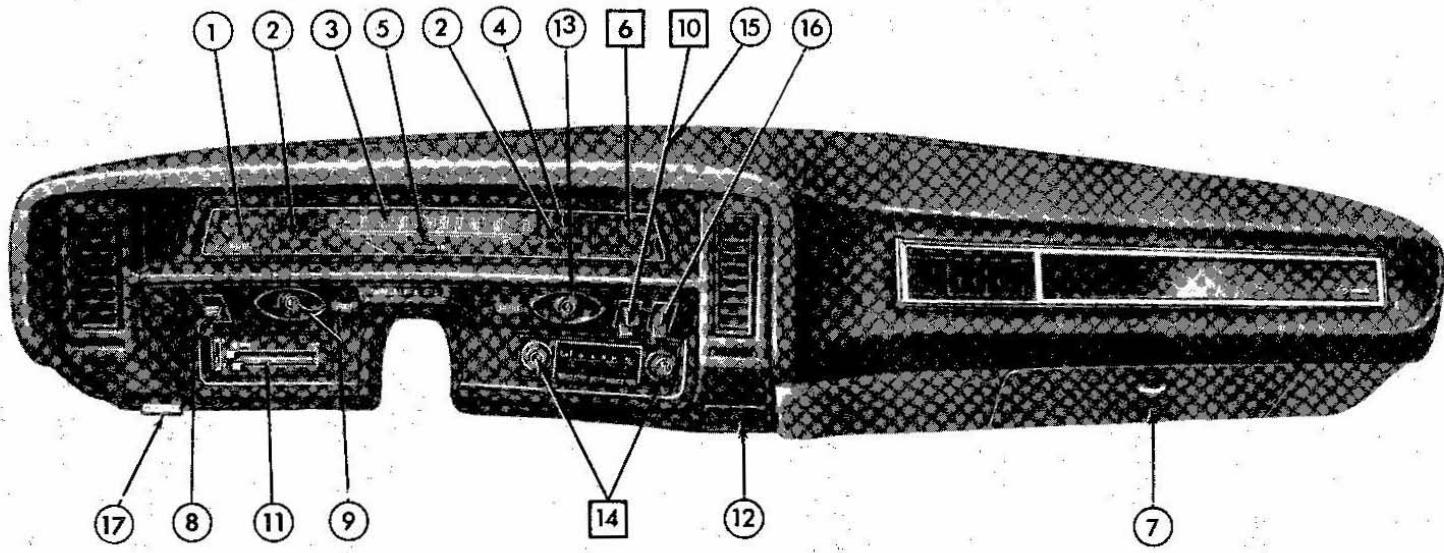
plied firmly. See also the various brake checks listed in the Chevrolet maintenance schedule folder.



Headlight Beam Switch

"High" and "low" headlight beams are controlled by the floor button at your left foot. The indicator, located next to the speedometer dial, will light up when the high beams are in use.

INSTRUMENT PANEL AND CONTROLS



STANDARD

OPTIONAL

1. Fuel Gauge	6. Clock	11. Heater or Optional Air Conditioner Control	15. Electrical Tailgate Switch
2. Warning Lights	7. Glove Box	12. Ash Tray	16. Vent Control
3. Speedometer	8. Windshield Wiper—Washer Control	13. Cigarette Lighter	17. Parking Brake Release
4. Hi Beam Indicator	9. Light Switch	14. Radio and Controls	
5. Odometer	10. Rear Window Defogger Switch		



Instruments

The instruments, gauges and indicator lights conveniently grouped in the instrument cluster are de-

signed to tell you at a glance many important things about the performance of your car. The follow-

ing information will enable you to more quickly understand and properly interpret these instruments.

Fuel Gauge

The fuel gauge registers the APPROXIMATE fuel level in the tank, when the ignition is in the ON position.

When the gauge registers EMPTY, some fuel is still available as a reserve. When the gauge registers FULL, some additional fuel can still be added to the tank. The following conditions may be considered normal:

- Gas station pump may shut off before fuel gauge indicates FULL.
- Amount of gasoline required for fill-up may not exactly correspond to gauge.
- Needle may not move away from FULL until sometime after fill-up.
- Needle may move during turns, stops and accelerations. When the ignition switch is turned to the OFF position, the needle will not necessarily return all the way to the EMPTY mark.

Oil Pressure Indicator Light

This light will be on when the ignition switch is turned on and should go out after the engine is started. Occasionally the light may be seen to flicker momentarily, but this will do no harm. However, if the light remains on during normal driving speeds the engine should be stopped until the cause of the trou-

ble can be located and corrected. Driving the car with low oil pressure can cause serious engine damage.

Generator Indicator Light

The red light will go on when the ignition key is in the "on" position, but before the engine is started. After the engine starts, the light should go out and remain out. If the light remains on when engine is running, have your Authorized Chevrolet Dealer locate and correct the trouble as soon as possible.

Engine Temperature Indicator Light

This indicator light is provided in the instrument cluster to quickly warn of an overheated engine. With the ignition switch in the START position, the red TEMP indicator will light to let you know that it is operating properly.

When the engine is started, the red light will go out immediately. It will light up at no other time unless for some reason the engine reaches a dangerously high operating temperature. If the light comes on during extreme driving conditions, such as an extended idle, turn off the air conditioner (if used) and run the engine slightly faster than idle speed with the transmission in neutral gear. If the light does not go off within a short period of time (1-2 minutes), then turn the engine off until the cause of the overheating is corrected. Glance at the instrument cluster frequently as you drive to see if this light is on.

Brake System Warning Light

The service brake system is a dual system designed so that one part will provide some braking

action in the event of loss of hydraulic pressure in the other part of the system. If the warning light labeled "BRAKE," located in the speedometer face, comes on and stays on when the ignition is on and after the brakes have been firmly applied, it may indicate that there is a malfunction in one part of the brake system.

- As a reminder, the light is designed to come on with the parking brake applied and the ignition on.
- The light is also designed to come on during engine starting to verify that the bulb is operating properly.
- Have system repaired if light does not come on during check.
- This warning light is not a substitute for the visual check of brake fluid level required as part of normal maintenance.

If the light comes on:

- The parking brake control is not fully released or,
- The service brake system is partially inoperative.

- Or have car towed to dealer for repair.

Continued operation of the car in this condition is dangerous.

What to do:

1. Check that the parking brake is released. If it is . . .
2. Pull off the road and stop, carefully—remembering that:
 - Stopping distances may be greater.
 - Greater pedal effort may be required.
 - Pedal travel may be greater.
3. Try out brake operation by starting and stopping on road shoulder—then:
 - If you judge such operation to be safe, proceed cautiously at a safe speed to nearest dealer for repair.

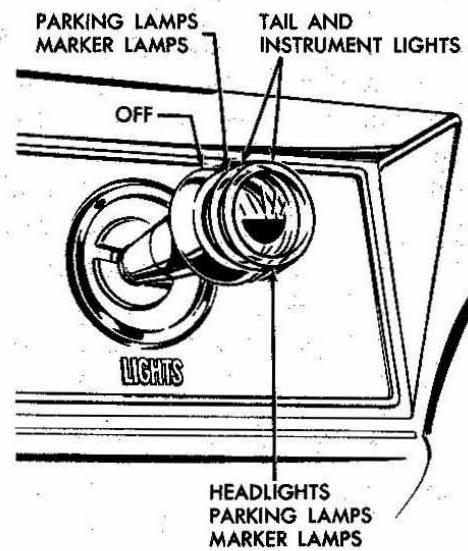
Headlight High Beam Indicator Light

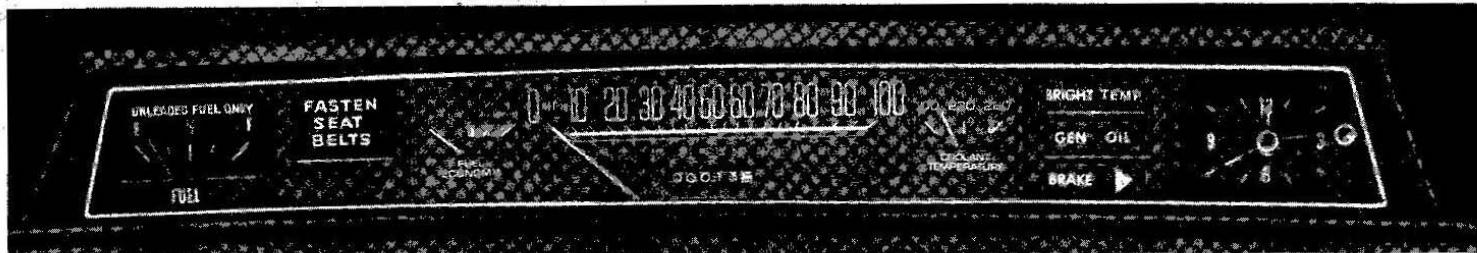
The headlights of your car have high and low beams to provide you with proper night-time visibility for most driving conditions. The "low" beams are used during most city driving. The "high" beams are especially useful when driving on dark roads since they provide excellent long range illumination. The headlight beam indicator will be on whenever the high beams or "brights" are in use. The Headlight Beam Switch controls the headlight beams (see Page 2-9).

Light Switch

The three position light switch controls the headlights, taillights, parking lights, side marker lights,

instrument lights and dome lights as shown. The headlamp circuit is protected by a circuit breaker in the light switch. An overload on the breaker will cause the lamps to "flicker" on and off. If this condition develops, have your headlamp wiring checked immediately.





OPTIONAL INSTRUMENTS AND GAUGES

Fuel Economy Gauge

The optional fuel economy gauge is a constant reminder to help promote good driving habits which in turn should be recognized in better overall fuel economy. It does this by indicating on a calibrated scale the inlet manifold vacuum level—the higher the vacuum reading, the greater the fuel economy for the engine operation.

The gauge is calibrated to read minimum-to-maximum fuel economy with a pointer indicating eco-

nomic vehicle operation on a solid green portion of the scale. In actual operation, engine acceleration lowers the inlet manifold vacuum and this will be reflected by readings on the left part of the scale. The greater the acceleration the lower the gauge reading (or engine vacuum) and the poorer the fuel economy at that instant. To improve engine fuel economy the driver must make his accelerations within the "green band". In general, it is most economical to make

moderate accelerations (within the green band) for short periods of time rather than very slow accelerations for a long period of time.

When the desired traveling speed is attained, the gauge will reach a steady state and the pointer will be within the green portion of the scale. The vehicle at a steady speed provides better fuel economy than under acceleration.

The gauge is responsive to additional loads placed on the engine such as air conditioning or those

loads imposed by trailer hauling. Compensate for these lower gauge readings resulting from these heavy loads to produce good fuel economy.

Engine Temperature Gauge

This optional gauge indicates coolant temperature which will vary with air temperature and operating conditions. The ignition switch must be on for accurate readings. Hard driving or prolonged idling in very hot weather will cause the pointer to move beyond the center of the band. Should pointer move to the line at the "H" end of the band, stop engine or reduce speed to permit engine to cool.

Headlamp "ON" Warning Buzzer

The optional headlamp reminder buzzer provides an audible warning that the main light switch is in

one of the "on" positions, either parking lights or headlights.

The reminder buzzer is actuated only when the ignition switch is turned to "OFF" or "LOCK" position.

Clock

Reset the clock, if your car is so equipped, by pulling out the knob and turning the hands clockwise if slow, counterclockwise if fast. This will, if the clock error is five minutes or more, automatically compensate for time gain or lag. Several resettings, several days apart, may be needed to properly adjust the clock mechanism. Have your clock cleaned and oiled by a competent clock serviceman at least every two years.

Cigarette Lighter

The cigarette lighter is located on the instrument panel face. To

operate, push it in. When it becomes heated, it automatically pops out ready for use.

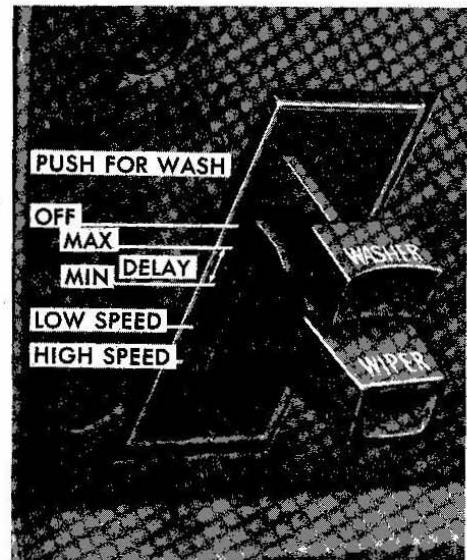
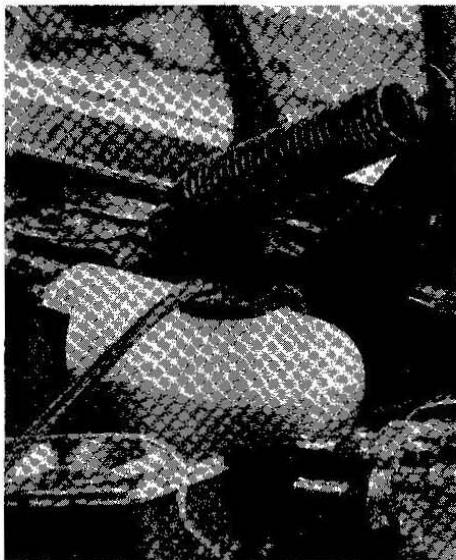
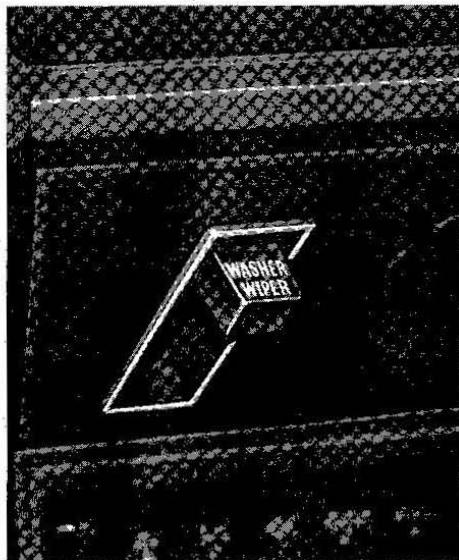
Windshield Wiper and Washer

The windshield wiping system operates at two speeds and is designed to wipe clear specific areas of the windshield under most inclement weather conditions. The windshield wipers work electrically and are not affected by engine operation.

Push the control lever Down to start the electric windshield wiper. The two-speed electric wiper has both a "low" and a "high" speed position.

Pressing the control will send a measured amount of water or other cleaning agent onto the windshield.

Fill the washer jar only $\frac{3}{4}$ full during the winter to allow for expansion if the temperature should



fall low enough to freeze the solution.

- Check washer fluid level regularly—do it frequently when the weather is bad.
- Use a fluid such as GM OPTIKLEEN to help prevent

freezing damage, and to provide better cleaning.

- Do not use radiator anti-freeze in windshield washer; it could cause paint damage.
- In cold weather, warm the windshield with defrosters before us-

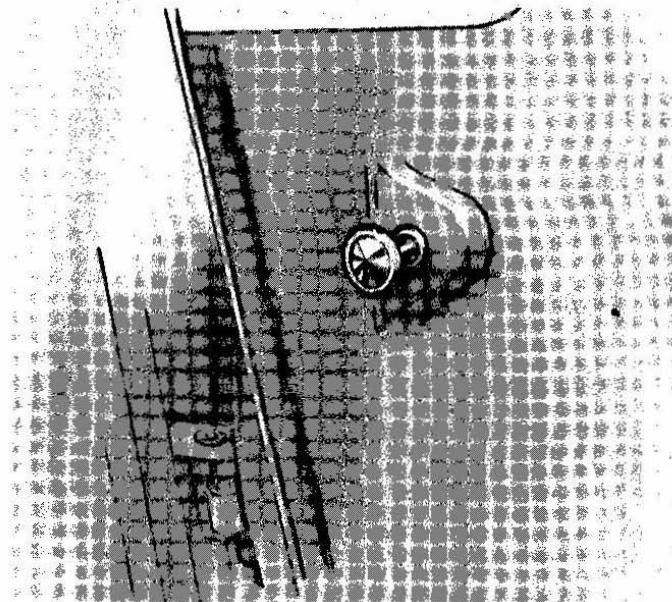
ing washer—to help prevent icing that may seriously obscure vision.

Pulse Wiper System

This optional equipment system provides a low speed single wipe cycle delay up to a maximum inter-

val of ten seconds. The maximum delay position is located just below "Off" and the delay interval decreases as the lever is moved further down and into the "Low" and "High" speed positions. If the

"Wash" cycle is activated with the wiper lever in an Off, Delay, Low, or High speed position, wiper operation will return to this same action after the wash cycle is completed.



NOTE: For proper operation, the "Wash" button must be fully depressed for one or two seconds.

Air Vents

The air vents under the instrument panel admit air from the vent grille just ahead of the windshield. A push-pull control knob opens and closes the vents.

The amount of air entering the car through this system is dependent upon vehicle speed.

The vent lever on the instrument panel controls the air flow through the instrument panel outlets (upper).

Ventilation System

Your 1976 Chevrolet incorporates a ventilation system that pro-

vides ventilation comfort, made possible by the addition of air vent provisions in the rear body lock pillar. Another feature of the system is continuous low-speed operation of the heater and air conditioner blower, resulting in an uninterrupted supply of outside air flow into the car whenever the ignition switch is on.

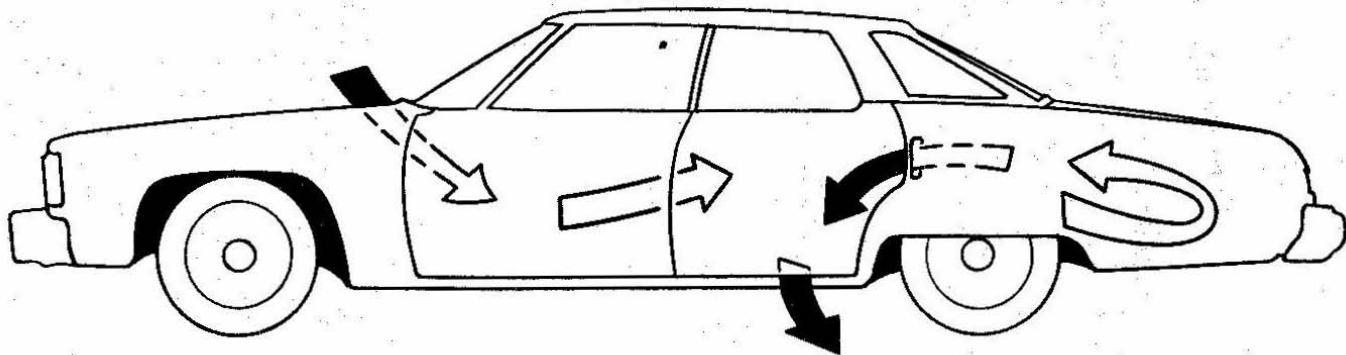
With the side windows closed, outside air will flow into the front grilles, through the car and out the rear air exhaust valves.

Basic Operating Tips

- Always keep front inlet grille clear of obstructions (leaves, ice, snow, etc.).
- When heating or air condition-

ing is desired, best comfort is attained by driving with all windows closed.

The following sections of this manual provide additional operating tips for obtaining maximum heating and cooling comfort. (See also Engine Exhaust Gas Caution at beginning of this Section.)



Heater



The windshield defrosting and defogging system assists in providing good visibility through designated areas of the windshield under most inclement weather conditions. For immediate operation of the vehicle, the windshield should be scraped clear.

Lower Lever

Push the lower lever (Temperature) as required to give the desired degree of heat. Full right position provides maximum heat. Move the defroster lever (upper) to the right when windshield defrost is needed. When this lever is in the OFF posi-

tion, air is directed up under the instrument panel through a venting door. Full right position diverts the entire air flow to the defroster outlets. Vary lever as required.

Fan

The fan lever has three (3) positions from LO at the bottom to HI at the top.

NOTE: Fan will automatically operate in LO position (after engine coolant temperature has reached 95°F) whenever ignition switch is in the ON position. There is no OFF position.

Operate system for 30 seconds

before switching to DEF. This will remove humid air from the system and minimize rapid fogging of the glass which can occur if humid air is blown onto a cool windshield.

Heater Operating Tips

- Clear snow and ice from hood and air inlet in front of windshield to improve heater and defroster efficiency and reduce the probability of fogging on inside of windshield.
- Clear windshield, rear window, outside mirrors and all side windows of ice and snow before driving vehicle.
- Operate blower on HIGH for a few seconds before moving the vehicle, to clear the intake ducts of snow to further reduce the possibility of fogging on inside of windshield.
- Keep all windows and vents closed to reduce dust, road and wind noise and uncomfortable drafts.

- For most satisfactory heater operation and air circulation, operate fan on low or medium speeds for normal operation and high speeds for quick warm-up and during extremely low temperatures.
- For adequate rear seat heating, the area beneath the front seat must not be blocked by carpeting, rags, paper or other material and fan should operate on high blower.

Rear Window Defroster

To ensure clear vision through the rear window during inclement weather, the Rear Window Defroster is optionally available. This unit draws in air from the passenger compartment and directs it against the back window to remove frost or moisture. Its blower has a two-speed control switch on the instrument panel.

Four Season Air Conditioning System



Operating instructions for your Four Season Air Conditioner are as follows:

FAN

The fan lever has four (4) positions from Lo at the bottom to Hi at the top. When the air conditioning system is off, low blower will be maintained (after engine temperature has reached 95°F) no matter which position the fan switch is in.

TEMPERATURE SELECTOR —Lower Lever

The temperature lever allows a selection of air temperature from Cold at the far left to Hot at the far right.

OPERATION SELECTOR —Upper Lever

This lever provides a selection of systems available to handle various heating and cooling requirements throughout the year. The "Air Conditioning" and "Heating" groups

have several positions which improve the effectiveness of the system for various demands.

- **Off**—The system operates on low blower regardless of fan switch position with air discharged into vehicle through heater outlet.
- **Max A/C**—Air from the passenger compartment is recirculated through the system (with some outside air) and discharged from the upper outlets. The max. A/C position, with Temp. lever in Full COLD, is used when maximum cooling is required under conditions of high temperature and humidity. High fan speed is automatically attained in this position.
- **Norm A/C**—Outside air is passed through the system and discharged through the upper outlets. This position is recommend-

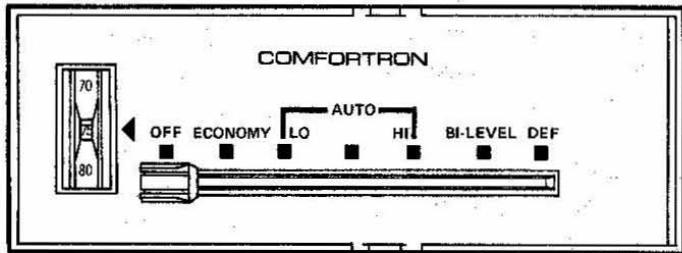
ed for most air conditioning situations because of reduced blower noise and reduction of cigarette smoke within the vehicle. Fan speed and tempering, may be varied as required.

- **Bi-Level A/C**—Outside air is delivered from the heater lower outlet and the defroster duct and upper outlets to provide comfort and keep the windshield and side glass clear under low fogging conditions.
- **“Economy Ranges”** — These positions, VENT and HEATER, are recommended for greater economy in vehicle operation. The A/C compressor will not operate in either of these positions.
- **Vent** — Outside air is passed through the system and dis-

charged from the upper outlets. This position is provided for cool to moderate weather when refrigeration is not required. Fan speed and Temp. can be adjusted as required.

- **Heater**—Outside air is delivered through the heater outlet and with some air through the defroster outlets. Temperature may be adjusted as required. This position is recommended for most winter driving.
- **Def** — Outside air is delivered through the defroster outlets and some air through the floor outlets. Temperature and blower speeds may be adjusted as required. This position is recommended for conditions of severe fogging and icing only.

Air Conditioning Comfortron System



Comfortron Air Conditioning adds the convenience of completely automatic control to the combined heating and cooling functions of the Four-Season system, automatically maintaining selected inside temperature regardless of season or outside weather conditions.

NOTE: In cool weather, the blower will not start until engine is warmed up. (Control lever in "OFF" or "AUTO" position.)

During warm weather, cooled,

dehumidified air enters the car through the upper outlets. During cold weather, heated airflow will enter the car through the floor distributor duct.

Control Panel

The control panel has a temperature dial and a single control lever.

Temperature Dial

This dial may be set once to the desired temperature, much as your home thermostat, and normally need not be adjusted thereafter.

The system will run at increased capacity until the pre-set temperature is reached. Further movement of the temperature dial will not decrease the time needed to bring the car to this temperature. However, since individual comfort requirements vary considerably, you may wish to vary the dial setting slightly to compensate for warmer or cooler weather.

Control Lever

In the OFF position, the system operates on low blower with air discharged into vehicle through the heater outlet. It is not necessary to turn the system to OFF when leaving the car. It will then operate automatically whenever the car is started.

Economy

This position is provided for cool

to moderate weather when refrigeration is not required.

During warm weather the system will go into operation almost immediately, but cold weather operation will be delayed until the engine warms up enough to supply heat to the system. The temperature and blower speed are automatically controlled with the exception that the A/C compressor will not operate. In cold weather, immediate blower operation can be obtained in the DEF position.

Normal Operation—Set the lever to AUTO for completely automatic in-car temperature control. This setting allows the system to utilize various blower speeds, resulting in low to moderate airflow.

Placing the lever in the LO position is the same as AUTO setting except the blower will remain at low speed.

When greater airflow is desired

or in severe weather extremes, set the lever to HI. The system, still under automatic control, will now make use of high blower speed only, resulting in high airflow for rapid cool down or heating.

Bi-Level Operation

On cool but sunny days the Comfortron system will provide warm air to the floor and cooler air out of the upper outlets thus providing a warm floor without excessive rise in breath level temperature. Under extremely bright sun conditions, the system may shift into bi-level operation at relatively low outside temperatures in order to maintain the temperature set on the dial. If cool air from upper outlets is objectionable, adjust upper outlets as desired.

For window defogging—Move the lever to BI-LEVEL to divert a portion of the conditioned air through the defroster ducts and up-

per outlets when interior window fogging is encountered.

For windshield de-icing—With the lever in the DEF position the system directs most of the airflow at full heat and high blower speed through the defroster ducts. Some airflow is also directed to the floor.

Air-Conditioner Operating Tips

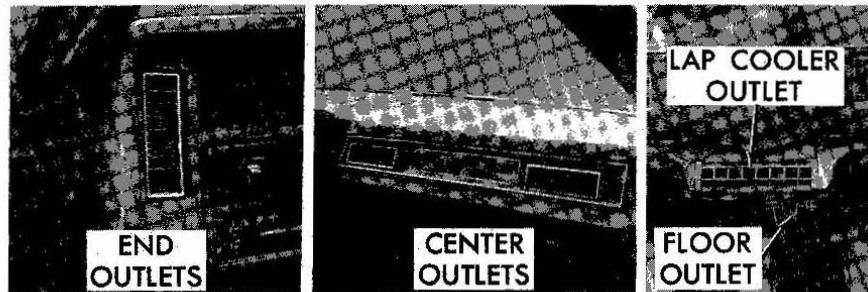
Close all windows and vents when operating air system except for the first few minutes of operation when the car interior is very hot. Close the windows as soon as the excessively heated air has escaped.

Four Season System and Comfortron Conditioned Air Outlets

The twin barrel type center outlet may be rotated or vanes turned to direct air flow in direction desired.

The vertical outlets on the extreme left and left center of the instrument panel may be rotated or vanes adjusted as desired.

For additional airflow lap coolers (2) are provided under the steering column and glove box. They have vertical air control vane outlets and are aimed at the driver and passenger lap locations. Under the driver's lap cooler is an outlet



that is operated in a push-pull manner for opening and closing, controlling the amount of air to the floor.

Chevrolet "All Transistor" Radios

To operate the radios, the ignition switch must be in "ON" or "ACC" position.

Push Button AM Radio

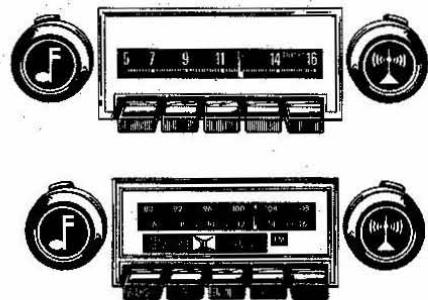
In addition to the manual controls, the Push Button Radio provides five push buttons with which to automatically select preset stations. To preset, pull the push button "out" as far as it will go, tune in the desired station manually and then push the button "in." Repeat this operation for each push button.

AM/FM Radio

In addition to providing standard AM reception, this set permits you to receive clear static-free FM broadcasts. Move the slide bar, above the radio dial, to the right or

left to select AM or FM reception. All other controls remain the same as described for Push Button radios. FM broadcasts may be received as far as 25 miles from the sending station, depending on the power of the station and the existing terrain. In fringe areas, it may be possible to retune the radio slightly to maintain peak reception. If not, retune to a closer or stronger FM station or switch to AM operation. Push buttons may be set for both AM or FM stations as follows:

- Place slide bar in AM position.
- Pull push button out as far as it will go, tune in desired AM station manually and then push button in to lock in position.
- Repeat for each remaining push button.



- Place slide bar in FM position and repeat procedures outlined for AM band setting.

NOTE: Bands cannot be changed if push button is unlocked.

Antenna

The radio antenna is incorporated in the windshield glass. If necessary, adjustments for maximum antenna effectiveness can be made by your authorized Chevrolet dealer.

To Tune Your Stereo Radio

- Tune radio to an FM Stereo station (one which makes the indicator light come on with a steady glow).
- Tune the lever behind the station selector knob until volume from front and rear speakers sounds equal.
- Regulate volume and tone controls as required.

Stereo Tape System

The optional Stereo Tape Player provides prerecorded stereo programs for your enjoyment.

To play, turn ignition switch to "ON" or "ACC" position and insert cartridge through tape door with label side up and open end in first. Tape will play through all four programs in succession, then replay in same sequence. Balancing the speakers is not required as this ad-



justment has been made at the factory. Should it become necessary to make this adjustment, see your Chevrolet dealer.

1. Rotate Fader control until volume from front and rear speakers sounds equal.
2. Regulate volume control and tone controls as desired.

3. To change program track, push in volume control knob and release; player will index to next track.
4. Push in the "eject" button to remove tape cartridge from player.

Cleaning and Care — Every 100 hours of operation, or if tape slips and runs slowly, the capstan (revolving metal post), head and tape guide should be cleaned with a cotton-tipped swab moistened with alcohol (do not use carbon tetrachloride). To clean the capstan, trip the on-off switch at the rear of the receptacle with your finger and hold the swab against the rotating capstan.

CAUTION: When tape player is not in use, remove the cartridge and store it in a cool, dry place out of direct sunlight. If the cartridge is not removed, the radio may be inoperative and possible roller damage to the tape unit could occur.

OTHER CONTROLS AND FEATURES

Positraction Rear Axle

The optional Positraction axle can provide additional traction on snow, ice, mud, sand, gravel, etc.

During normal driving and cornering, the Positraction unit functions as a standard axle. However, when either drive wheel encounters a slippery enough surface, the Positraction can continue to provide driving force to the wheel having the greater traction, instead of merely spinning the wheel which has the least traction.

CAUTION: Regardless whether the vehicle is equipped with a Positraction or a standard axle, do not attempt sudden accelerations when either or both drive wheels are on a slippery surface. This could cause both drive wheels to spin, and allow the rear of the vehicle to slide sideways on the crowned surface of a road or in a turn. Normal skid correction and cautious driving are called for under such conditions.

Power Door Locks

The optionally available power door locks allow you to unlock or lock your doors by operating the switch marked "LOCK" located on either door panel. The automatic locking mechanism does not, at any time, interfere with manual operation of any door lock button. The doors will not unlock or open with the inside door handle when the lock button is depressed, but can be unlocked individually by lifting the lock button.

Roof Luggage Carrier

The optional carrier allows loading of items onto the roof of your station wagon.

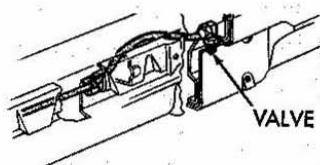
CAUTION: Do not exceed 200 lbs. load. Distribute load as evenly as possible.

NOTE: The law in many areas restricts the projection of loads carried on vehicles, not to extend beyond the left side fender line, nor

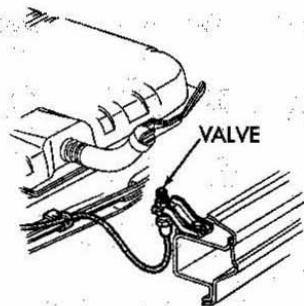
more than six inches beyond the right side fender line. Check your local regulations.

Superlift Air Adjustable Shock Absorbers

Optional Superlift Air Adjustable Shock Absorbers allow you to



STATION WAGON



COUPES AND SEDANS

level the car under various loaded conditions. Air is added to the rear shock absorbers, as needed, through an air valve located in the rear bumper as shown in the illustration. A minimum pressure of 10-15 psi should be maintained at all times. After the car is loaded, pressure may be increased until the rear of the vehicle returns to the normal designed riding height, but not to exceed 90 psi.

CAUTION: Do not use superlifts to raise car above normal designed riding height. If superlifts are used in this manner for sustained driving periods, severe damage may result to the superlifts or the car mounting brackets.

Reclining Seat Back Caprice Models

The passenger seat back can be reclined rearward approximately 20 degrees from normal position by lifting the control lever at the outboard side of the passenger's

seat cushion and exerting rearward pressure or with no pressure on the seat back allow seat back to return forward.



Station Wagon

CAUTION: The tailgate window should be closed while driving to avoid drawing dangerous exhaust gases into the car (see Engine Exhaust Gas Caution).

If for some reason, it is necessary to drive with the tailgate window open, the

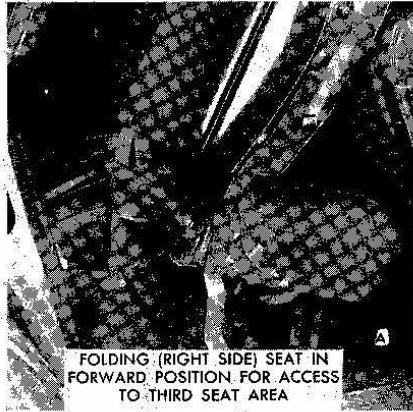
following precautions should be observed:

- Close all other windows.
- Adjust heating or cooling system to force outside air into car as follows:
 1. On Station Wagons not equipped with air conditioning, set fan to medium or high speed and upper control lever to any position except OFF.
 2. On Station Wagons equipped with manual air conditioning, set fan to medium or high speed, upper control lever to any position except OFF, and lower control lever to any position except extreme left COLD.
- 3. On Station Wagons equipped with automatic air conditioning, set control lever to HI except in hot weather, in which case, set lever to AUTO.
- On station wagons equipped with outside air vents under or in instrument panel, open vents fully.

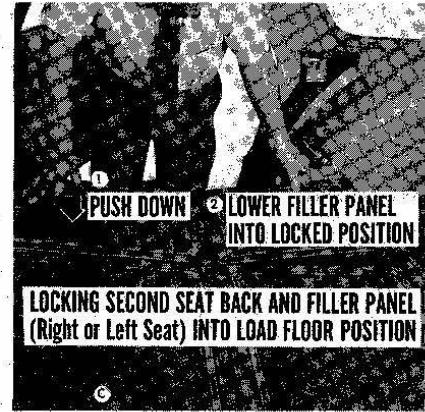
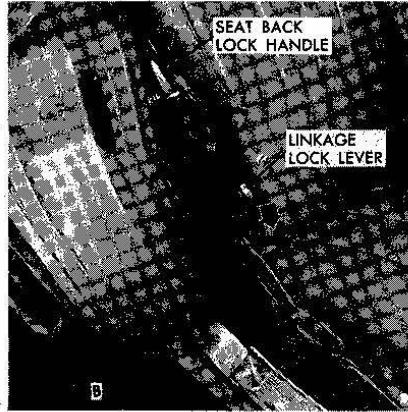
CAUTION: When using your station wagon to transport luggage or other cargo, it is recommended that the articles not be piled higher than the seat backs and that all articles be secured in place. This precaution will help prevent such items from becoming dangerous projectiles in the

event of an accident. Cargo weight, whether inside or on the roof in a luggage rack should be distributed as far forward as possible for better vehicle handling. To help avoid injury in the event of an accident do not allow passengers to ride in a station wagon's third seat with the second seat in load floor position.

NOTE: If the internal power window control fails to operate the tailgate window, it is probable the window will still be operable by means of the exterior key switch at the rear of the vehicle.



FOLDING (RIGHT SIDE) SEAT IN FORWARD POSITION FOR ACCESS TO THIRD SEAT AREA



OPERATION OF FOLDING SEATS

The second and third seats of the three-seat station wagon are de-

signed so they can be converted into load floors—or into seats from

the right rear door opening.
Two-Seat Style Rear Seat
1. Release the locking lever on

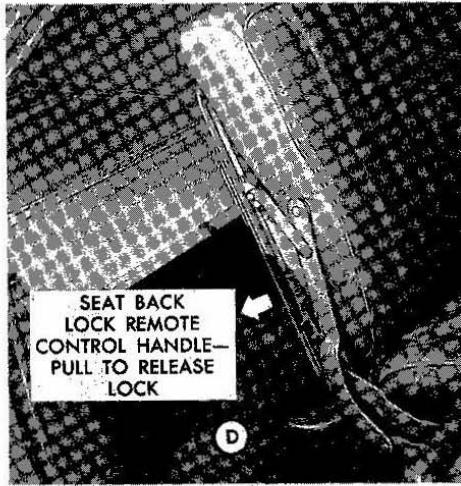
the right hand side of the rear seat back.

2. Pull seat back forward and down.
3. To raise the seat, lean on the front edge of the seat back panel to remove tension from the filler panel, lift up the filler panel, then lift seat back up and rearward until it locks into place.

Three-Seat Style Seats

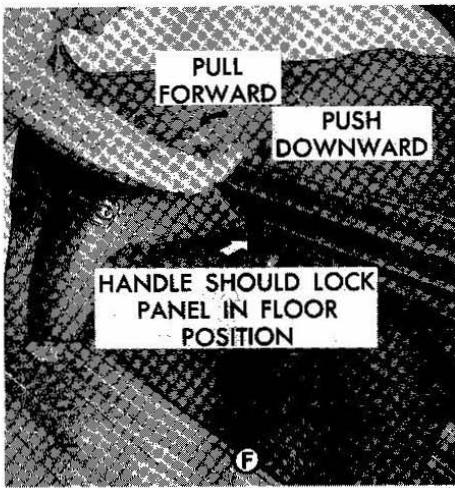
Second Seat Operation

1. To move the right side of the second seat forward for access or entrance into the third seat area, unlock the seat by pulling forward the upper lock lever at the right side of the seat back, then push the seat back forward which will move the entire right seat forward (see illustration



- A). When the seat is returned rearward to normal sitting position, the seat automatically locks in this position.
2. a. To lower the right side of the second seat back into load floor position, unlock the seat back by pushing downward the linkage lock lever (see illustration B); then, pull seat

- back down.
- b. Lift up seat back filler panel and place it in load floor position.
- c. Push down on front of seat back until rear of filler panel is locked in load floor position (see illustration C).
3. The left side of the second seat can be lowered into load floor



position from either side of the car as follows:

a. From right side of car—with right seat (one third seat) in forward or load floor position, pull lock remote control handle (see illustration D) and pull seat back down to load floor position. Complete operation, as described in 2b and 2c.

- b. From left side of car—pull the seat back lock lever on the left side of the seat back forward to release lock; then, pull the seat back down to load floor position. Complete operation, as described in 2a and 2b.
- 4. To raise either the right or left second seat back, push down on front of seat back to release

hinged filler panel. Fold hinged filler panel forward onto seat back. Lift seat back upward until it locks into seat position.

Third Seat Operation

To lower the third seat to load floor position proceed as follows:

1. Move the right side of the second seat forward for access to the third seat area.
2. Release (lift) the third seat back remote control lock handle located on the right wheelhouse trim (see illustration E) and allow seat back to lower to load floor position.
3. Lift up seat back filler panel; then, push down on hinge area of panel while lowering filler panel to lock panel in load floor position (see illustration F).

To raise the third seat to sitting position, proceed as follows:

1. Move the right side of the sec-

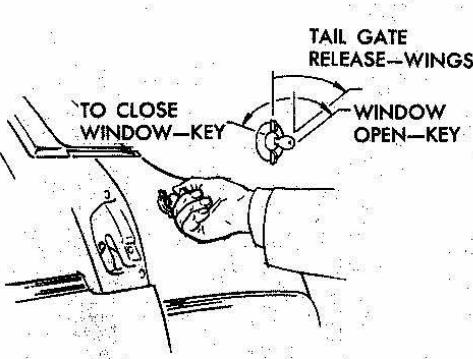
ond seat forward for access to the third seat area.

2. Lift third seat back hinged filler panel rearward onto seat back, then, grasp seat back handle and lift seat back upward until it locks in the full "up" position (see illustration G).

Keep belt restraints and buckles clear of mechanism when folding seats, to prevent damage to these belt systems.

Retractable Tail Gate

The retractable tail gate is designed to lower into the underbody and in general follows the body contour during the opening and closing cycles. Similarly, the back window, which is separate of the gate, raises upward and into the space between the roof inner and outer panels.



The power operated window can be operated by either of two control switches; one on the instrument panel and one (key operated) on the rear of the right hand quarter outer panel, adjacent to the tail gate. The manually operated tail gate may be operated *only by the rear switch on the body exterior*. The control switches actuate opening cycles when rotated clockwise and closing cycles when rotated counter-clockwise. For

manual tail gate requirements, the exterior control switch includes two positions, right and left of center (vertical) position. Movement of the key to the first position (clockwise) raises the tail gate window; movement of the winged knob (window must be up at least 8 inches) in the same direction mechanically releases the tail gate for manual lowering. A feature of the manual tail gate requires the tail gate be fully closed before the window will lower completely. For power operated (optional equipment) tail gates, the interior switch can only be operated when the ignition switch is in the ON position and transmission selector lever is in the "PARK" position. The exterior control switch incorporates stops for operation of win-

dow only, tail gate only and simultaneous operation of window and tail gate (in that order), depending

upon the distance the switch is rotated.

To close tailgate, raise gate with

a quick continuous motion to the fully locked position (above safety position of lock).

Concealed Luggage Space

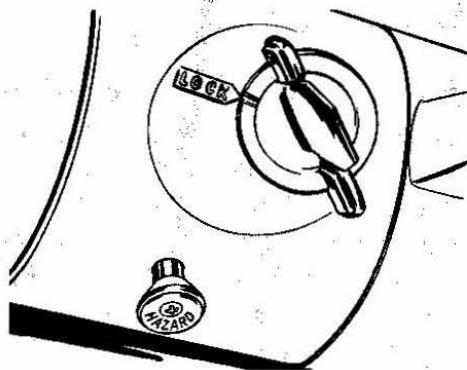
To gain access to the concealed luggage space, open tailgate and raise lid as shown in illustration.



In Case of Emergency

Four Way Hazard Warning Flasher

- Use the warning flasher to warn other drivers any time your vehicle becomes a traffic hazard, day or night.
- Avoid stopping on the roadway if possible.
- Turn on the hazard warning flasher by pushing in on the but-



ton located on the column just below the steering wheel. Flasher can be actuated with engine ignition either off or on.

- Turn signals do not work with hazard flashers operating.
- If the brake pedal is depressed, the lights will not flash but remain continuously lit.
- To cancel the flasher, pull the button out.

Freeing Car From Sand, etc.

If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever on automatic transmission models from "D" to "R" in a repeat pattern while simultaneously applying moderate pressure to the accelera-

tor. Do not race engine. For best possible traction, avoid spinning wheels while trying to free the car. The use of AC Liquid Tire Chain is recommended for temporary assistance when traction is lost on ice or snow.

CAUTION: Do not spin wheels in excess of 35 mph as indicated on the speedometer. Personal injury and severe damage may result from excessive wheel spinning including tire disintegration or rear axle failure.

Towing

Proper lifting and towing equipment is necessary to prevent damage to the vehicle during any towing operation. State (Provincial in Canada) and local laws applicable to vehicles in tow must be followed. Detailed towing instructions are available at your Chevrolet dealer.

Your Chevrolet may be towed on all four wheels, at speeds of less than 35 mph, for distances up to 50 miles, provided the driveline, axle, transmission, and steering system are otherwise normally operable. Use only towing equipment specifically designed for this purpose following the instructions of the towing equipment manufacturer. A separate safety chain system must be used. For such towing the steering must be unlocked, transmission in neutral and the parking brake released. Attachments must be made to main structural members of the car. Do not attach to bumpers or associated brackets. Remember that power brake and power steering assists will not be available when engine is inoperative.

EMERGENCY STARTING

NOTE: Do not push or tow this vehicle to start. Damage to the catalytic converter and/or to other parts of the vehicle may result.

- A car with a discharged battery may be started by using energy from a battery in another car—called “jump starting”.

Jump Starting

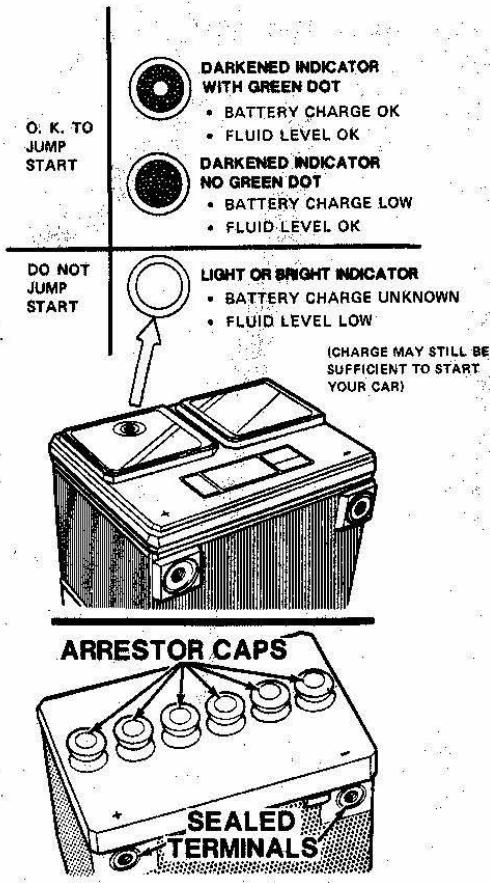
Jump starting may be dangerous and should be attempted *only* if the following three conditions are met. If they are not, we strongly recommend that you leave the starting to a competent mechanic.

- The battery in the OTHER vehicle must be *12 volt* and *negatively*

grounded, like the one in THIS car. (Check the other car's owner's manual to see if it is.)

- The battery in THIS car must be equipped with *flame arrestor type filler/vent caps* on *all* filler openings (as was the original-equipment Delco battery), or it must be a sealed-type battery which does not have filler openings or caps. (Each Delco battery flame arrestor cap has a grey disc rather than a small hole—see illustration.)

- If the battery is a Delco sealed-type battery without filler openings or caps, its charge indicator *must be dark*, with or without green dot showing, see illustration. Do NOT attempt jump starting if the charge indicator has a light or bright center.



CAUTION: Departures from these conditions or the procedure below could result in: (1) serious personal injury (particularly to eyes) or property damage from such causes as battery explosion, battery acid, or electrical burns; and/or (2) damage to electronic components of either vehicle. Never expose battery to open flame or electric spark—batteries generate a gas which is flammable and explosive. Do not allow battery fluid to contact eyes, skin, fabrics, or painted surfaces—fluid is a corrosive acid. Flush any contacted area with water immediately and thoroughly. Be careful that metal tools, or jumper cables do not contact the positive battery terminal (or metal in contact with it) and any other metal on the car, because a short circuit could occur. Batteries and battery acid should always be kept out of the reach of children.

Jump Start Procedure:

1. Wear eye protection and remove rings, metal watch bands, and other metal jewelry.

2. Set parking brake firmly. Place automatic transmission in "PARK" in both vehicles (don't let vehicles touch); turn ignition key to LOCK in car with discharged battery (Neutral and "OFF" in cars with manual transmission). Also turn off lights, heater, and all unnecessary electrical loads.

3. Attach one end of a jumper cable to one battery's positive terminal (identified by a red color, "+", or "P" on the battery case, post, or clamp), and the other end of the same cable to the positive terminal of the other battery.

4. Attach the remaining jumper cable FIRST to the negative terminal (black color, “-”, or “N”) of the OTHER vehicle’s battery, (regardless of which vehicle has the discharged battery) and THEN to the negative terminal of the battery in THIS car—thus taking advantage of the flame arrestor feature on the battery in THIS car, should a spark occur.
5. Start the engine in the vehicle that is providing the jump start (if it was not running). Let run a few minutes, then start the engine in the car that has the discharged battery.
6. Reverse the above sequence EXACTLY when removing the jumper cables, taking care to remove the cable from the negative terminal of the battery in THIS car as the FIRST step.

Engine Coolant

CAUTION:

- To help avoid the danger of being burned, do not remove radiator cap while engine and radiator are still hot, because the cooling system will blow out scalding fluid and steam under pressure.
- Do not remove radiator cap to check engine coolant level; check coolant visually at the see-through coolant reservoir.
- Proper coolant level at normal engine operating temperature is between the “FULL” and “ADD” marks on the reservoir.
- Coolant should be added only to the reservoir (see “Service & Maintenance” section for details).

JACKING INSTRUCTIONS

CAUTIONS:

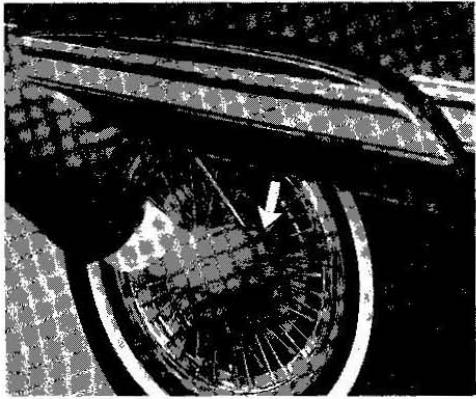
1. Follow jacking instructions in order to reduce the possibility of serious personal injury.
2. The jack is designed for use only when changing wheels.
3. Never get beneath the vehicle when using the jack.
4. Do not start or run engine while vehicle is on the jack.

Preparation

- Park on level surface and set parking brake firmly.
- Set automatic transmission in park.
- Activate hazard warning flasher.

Instructions

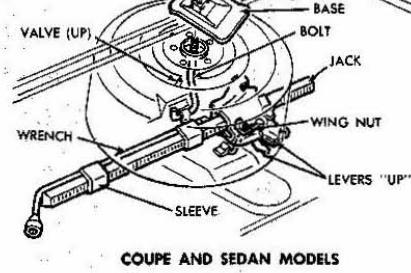
1. After removing spare wheel and tire, jack, jack base, and jack handle (wheel nut wrench), proceed with changing the wheel as follows:
2. When removing rear wheel, remove wheel opening cover (if so



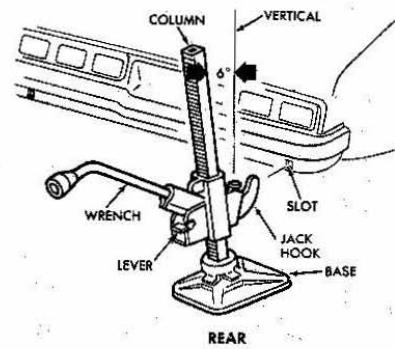
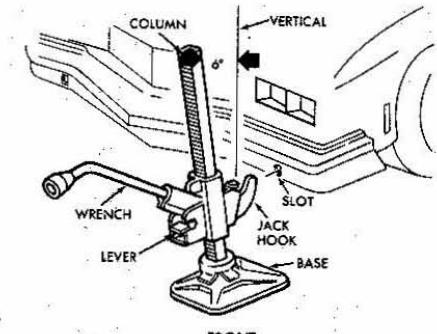
equipped) by reaching under the cover (forward of center) and unhooking and pulling down on the locking rod located on the bottom inside edge of the cover flange. Tip cover outward at the top while raising up and away from the mounting hooks.

3. Remove hub cap or wheel cover with flat end of wheel nut wrench and loosen, but do not remove nuts, by turning counterclockwise.

4. With column assembly seated in base and lever in "UP" position, insert jack hook in bumper slot.



COUPE AND SEDAN MODELS

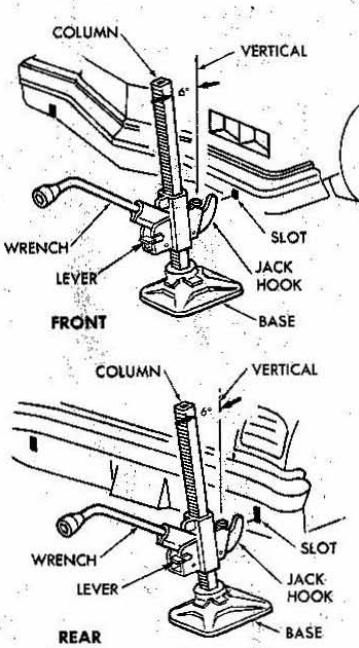
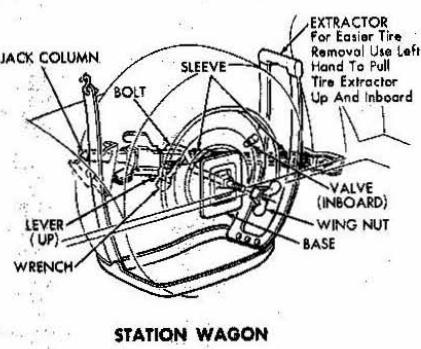


5. Base must sit flat with column angled as shown in *illustration*.
6. Always operate jack with slow smooth motion.

7. Raise vehicle so tire just clears surface, replace wheel and slightly tighten wheel nuts.
8. With lever in "DOWN" position, lower vehicle then fully tighten wheel nuts in a criss-cross sequence. After changing wheels, be sure to have a mechanic check the wheel tightness with a torque wrench, and correct if necessary, to 100 ft-lbs.

Carefully install hub cap or wheel cover and rear wheel opening cover, if so equipped, on rear wheel.

CAUTION: Always securely restow the spare tire assembly, all jacking equipment and any covers or doors, using the means provided. This precaution will help prevent such items from becoming dangerous projectiles in the event of an accident.



10. When possible check inflation of replacement tire to agree

with tire placard affixed to the left front door.

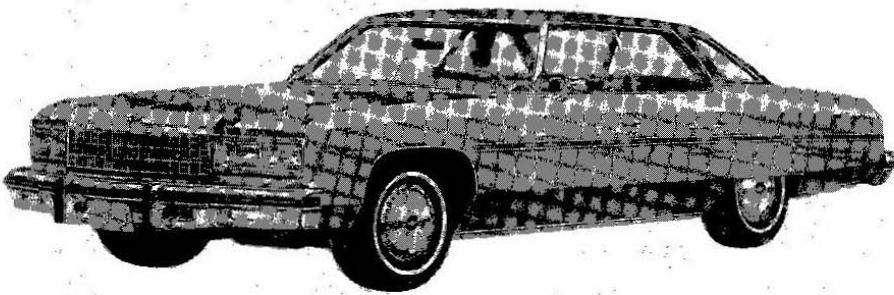
APPEARANCE CARE

CARE AND CLEANING OF INTERIOR TRIM

IMPORTANT: Be sure vehicle is well ventilated while using any cleaning agents. Follow manufacturer's recommendations in using such products.

With the advent of modern trim materials composed of synthetic plastics and/or man made fibers, it is **EXTREMELY IMPORTANT** that proper cleaning techniques and cleaners be used when cleaning interior trim. Failure to do this on the first cleaning may result in water spots, spot rings, setting of stains or soilage, all of which make it more difficult or impossible to remove in a second cleaning.

Certain portions of the following cleaning instructions are in bold



type; they are particularly important and *must* be performed.

Dust and loose dirt that accumulates on interior fabric trim should be removed frequently with a vacuum cleaner, whisk broom or

soft brush. Vinyl or leather trim should be wiped regularly with a clean damp cloth. Normal trim soilage, spots or stains can be cleaned with the following G.M. cleaners.

DESCRIPTION*

G.M. PART NO.

G.M. Spot Lifter (8 oz. Solvent Type)

1051398

G.M. Multi-Purpose Powdered Cleaner (16 oz. Foam Type)

1050803

*The above cleaners are **EXCELLENT CLEANERS** when used properly according to directions on containers. They are available through your Chevrolet Dealer.

NEVER use gasoline, nail polish remover or acetone, lacquer thinners, bleaches, etc. Some basic steps should be remembered before the cleaning is attempted:

1. Remove stains as quickly as possible before they become "set".
2. Use a clean cloth or sponge and change to a clean area frequently. (A soft brush may be used if stains persist.)
3. Use solvent type cleaners in a well ventilated area, also, do not saturate the stained area.
4. If a ring should form after spot cleaning, the entire area of the trim assembly should be cleaned *immediately*.
5. Follow instructions on the label of the cleaner.

CAUTION: Many cleaners may be toxic or flammable, and their improper use may cause personal injury or may cause damage to the interior. Therefore when cleaning the interior, do not use volatile cleaning solvents such as acetone, lacquer thinners, enamel reducers, nail polish removers, or such cleaning materials as laundry soaps, bleaches or reducing agents (except as noted in the adjacent fabric cleaning instructions on stain removal). Never use carbon tetrachloride, gasoline or naphtha for any cleaning purpose.

Cleaning General Soilage or Water Spots from Fabric Type Trim with Foam Type Cleaner

G.M. Multi-Purpose Powdered Cleaner is excellent for this type cleaning and for cleaning a panel section where a minor cleaning ring may be left from spot cleaning.

Vacuum area thoroughly to remove excess loose dirt. **ALWAYS** clean a full trim assembly or complete trim section—mask adjacent

trim along stitch or welt lines. Mix Multi-Purpose Powdered Cleaner in strict accordance with directions on label of container—mix proportionally for smaller quantities. **USE SUDS ONLY ON A CLEAN SPONGE or SOFT BRISTLE BRUSH—DO NOT WET FABRIC EXCESSIVELY OR RUB HARSHLY WITH BRUSH.** IMMEDIATELY AFTER CLEANING WIPE OFF ANY CLEANER RESIDUE WITH SLIGHTLY DAMP ABSORBENT TOWEL OR CLOTH. **IMPORTANT — IMMEDIATELY AFTER WIPPING, FORCE-DRY FABRIC WITH AIR HOSE, HEAT DRYER OR HEAT LAMP.** (Use caution with heat dryer or heat lamp to prevent damage to fabric.) When trim materials with a sheen or luster finish are dry, wipe fabric lightly with a soft, dry clean cloth to restore sheen or luster.

Spot Cleaning Fabric Type Trim Materials with Solvent Type Cleaner

Before attempting to remove spots or stains from fabric, determine as accurately as possible the nature and age of the spot or stain. Some spots or stains can be removed satisfactorily with water or mild soap solution (refer to accompanying "Removal of Specific Stains"). For best results, spots or stains should be removed as soon as possible. Some types of stains or soilage such as lipstick, some inks, certain types of grease etc., are extremely difficult and, in some cases, impossible to completely remove. When cleaning this type of stain or soilage, care must be taken not to enlarge the soiled area. It is sometimes more desirable to have a small stain than an enlarged stain as a result of careless cleaning.

G.M. Spot Lifter (Solvent Type)

is excellent for spot cleaning stains containing grease, oil or fats from fabric type trim. Excess stain should be gently scraped off trim material with a clean DULL knife or scraper. USE VERY LITTLE CLEANER, light pressure, and clean cloths (preferably cheese cloth). Cleaning action should be from outside of stain FEATHERING towards center of stain and constantly changing to a clean section of cloth. When stain is cleaned from fabric, immediately dry area with an air hose, heat dryer or heat lamp to help prevent a cleaning ring (use caution with heat dryer or heat lamp to prevent damage to fabric material). If a ring forms, immediately repeat the cleaning operation over a slightly larger area with special emphasis on FEATHERING towards center of area. If ring still persists, mark off adjacent trim sections and clean

entire affected trim panel section with G.M. Multi-Purpose Powdered Cleaner as previously described under "Cleaning General Soilage or Water Spots with Foam Type Cleaner."

Removal of Specific Stains

Grease or Oil Stains—Includes grease, oil, butter, margarine, shoe polish, coffee with cream, chewing gum, cosmetic creams, vegetable oils, wax crayon, tar and asphalts. Carefully scrape off excess stain; then use Spot Lifter (Solvent Type) as previously described. Shoe polish, wax crayons, tar and asphalts will stain if allowed to remain on trim; they should be removed as soon as possible—use caution as cleaner will dissolve them and may cause them to bleed.

Non-Greasy Stains—Includes catsup, coffee (black), egg, fruit, fruit

juice, milk, soft drinks, wine, vomit and blood. Carefully scrape off excess stain; then sponge stain with cool water. If stain remains use Multi-Purpose Powdered Cleaner (Foam Type) as previously described. If odor persists after cleaning vomitus or urine, treat area with a water-baking soda solution (1 teaspoon baking soda to 1 cup of tepid water)—finally, if necessary, clean lightly with Spot Lifter (Solvent Type).

IMPORTANT: In the event white or light-colored seat trim becomes stained due to contact with materials that do not have color-fast dyes (certain types of casual clothing, decorative paper, etc.) the trim must be cleaned IMMEDIATELY

to avoid permanent discoloration. Clean with Multi-Purpose Powdered Cleaner (Foam Type) as previously described.

Combination Stains — Includes candy, ice cream, mayonnaise, chili sauce and unknown stains. Carefully scrape off excess stain; then clean first with *cool* water and allow to dry. If stain remains, clean with Spot Lifter (Solvent Type).

Cleaning Vinyl or Leather Trim

Ordinary soilage can be removed from vinyl or leather with warm water and a mild soap such as saddle soap or oil soap, or approved equivalent. Apply a small

amount of soap solution and allow to soak for a few minutes to loosen dirt; then, rub briskly with a clean damp cloth to remove dirt—and soap residues—this operation may be repeated several times if necessary. Some soilage such as tars, asphalts, shoe polish, etc. will stain if allowed to remain on trim—they should be wiped off as quickly as possible and the area cleaned with a clean cloth dampened with G.M. Spot Lifter (Solvent Type).

Belt Restraint Care

- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken belts.

Interior Glass Surface

The interior glass surface should be cleaned on a periodic basis for continued good visibility. A commercial household glass cleaning agent containing ammonia will remove normal tobacco smoke and dust films sometimes caused by ingredients used in vinyls, plastics or other interior trim materials.

EXTERIOR APPEARANCE

Your car is finished with General Motors "Magic-Mirror" acrylic lacquer. This is a finish of maximum beauty which, in depth of color, gloss retention and durability is superior to conventional lacquer finishes.

Washing Your Car

The best way to preserve the finish and maintain original beauty of appearance is to keep it clean.

Wash the car in lukewarm or cold water. Never use strong soap or chemical detergents. Cleaning agents should be quickly flushed from the surfaces.

Polishing and Waxing Your Car

Although acrylic paint on your car is durable, you may wish to wax or polish for added protection. Your Chevrolet Dealer offers many polishes and waxes now available which have proven of real value in maintaining a good paint finish. When using a tar and road oil remover, be certain it is safe for use on acrylic painted surfaces.

Protection of Exterior Bright Metal Parts

Bright metal parts should be cleaned regularly to maintain luster. Washing with water is all that is usually required. However, G.M. Chrome Polish may be used

on CHROME or STAINLESS STEEL trim if necessary.

Use special care with ALUMINUM trim. Never use auto or chrome polish, steam or any caustic soap to clean aluminum.

A coating of wax, rubbed to a high polish, is recommended for all bright metal parts.

Cleaning White Sidewall Tires

Use a tire cleaner which will not harm aluminum trim. A stiff brush may be used with the cleaner to remove road grime and dirt from white sidewall tires.

Cleaning the Optional Vinyl Top

The top should be washed frequently with neutral soap suds, lukewarm water and a brush with soft bristles. Rinse top with sufficient quantities of clear water to remove all traces of soap.

If the top requires additional cleaning after using soap and water, a mild foaming cleanser can be used such as GM Multi-Purpose Powdered Cleaner. Rinse the whole top with water; then apply a mild foaming type cleanser on an area of approximately two square feet. Scrub area with a small soft bristle

hand brush, adding water as necessary until the cleanser foams to a soapy consistency. Remove the first accumulated soilage with a cloth or sponge before it can be ground into the top material. Apply additional cleanser to the area and scrub until the top is clean. Care must be exercised to keep the

cleanser running onto body finish as it may cause streaks if allowed to run down and dry. After the entire top has been cleaned, rinse generously with clear water to remove all traces of cleanser. Do not use volatile cleaner or household bleaching agents on the top material.

APPEARANCE CARE AND MAINTENANCE MATERIALS

Available from your Chevrolet Dealer

<u>Part Number</u>	<u>Size</u>	<u>Description</u>	<u>Usage</u>
1050001	16 oz.	Washer Solvent and Gas Line De-Icer	Prevents windshield solvent and gas lines from freezing
1050017	32 oz.	Power Steering Fluid	Power Steering Pump
1050019	16 oz.	Spray-A-Squeak	Stops metal-to-metal squeaks and metal-to-rubber squeaks
1050027	32 oz.	Permanent Type Coolant and Anti-Freeze	Year-around coolant and anti-freeze for your radiator
1050028	1 gal.	Permanent Type Coolant and Anti-Freeze	Same as above
1050172	16 oz.	Tar and Road Oil Remover	Removes old wax, polish, tar and road oil
1050173	16 oz.	Chrome Cleaner and Polish	Removes rust and corrosion from chrome or stainless steel
1050174	16 oz.	White Sidewall Tire Cleaner	Cleans whitewall and blackwall tires
1050223	16 oz.	Finish Guard Cleaner	One-step cleaner and wax
1050422	12 oz.	Heat Valve Lubricant	Frees up sticky heat risers; general-purpose penetrating oil
1050427	23 oz.	Glass Cleaner	Cleans glass and vinyl

Part Number	Size	Description	Usage
1050520	16 oz.	Lubriplate (White Grease)	Hood, Trunk and Door Hinges and Latches
1050729	8 oz.	Vinyl Top Cleaner	Cleans optional vinyl tops
1050803	1 lb.	Multi-Purpose Powdered Cleaner	Cleans vinyl and cloth on door trim, seats and carpet; also tires and mats
1051055	16 oz.	Preservatone	Preserves finish on vinyl fabric
1051186	22½ oz.	Gem Glo	Quick clean-up and wax; for slightly dirty finishes
1051398	8 oz.	Spot Lifter	Spot and stain removal on cloth and fabric
1051515	32 oz.	Optikleen	Windshield Washer solvent and anti-freeze
1051516	32 oz.	Washer Solvent and Gas Line De-Icer	Same as 1050001
1051772	20 oz.	Presoftened Cleaner/Wax	One-step cleaner and wax
1051855	32 oz.	Dexron II	Automatic Transmission fluid
1051858	16 oz.	G.M. Super E.O.S. (Engine Oil Supplement)	Consult your Dealer for usage

SERVICE AND MAINTENANCE

The time or mileage intervals on the following pages are intended as a guide for establishing regular maintenance and lubrication periods for your car. Sustained heavy duty or high speed operations or operation under adverse conditions may necessitate more frequent servicing. To determine specific recommendations for conditions un-

der which you use your car, consult your authorized Chevrolet Dealer.

Maintenance Schedule

For owner convenience, a separate maintenance folder has been provided with your car which contains a complete schedule and brief explanation of the safety, emission

control, lubrication and general maintenance it requires. The maintenance folder information is supplemented by this section of the Owner's Manual, as well as a Warranty Information folder also furnished with your car. Read all three publications for a full understanding of vehicle maintenance requirements.

Fuel Requirements

Your Chevrolet engine is designed to operate *only on unleaded gasoline*. Unleaded gasoline is essential for proper emission control system operation, and it will minimize spark plug fouling. The use of

leaded gasoline can damage or severely reduce the effectiveness of the emission control system and result in loss of warranty coverage.

Use unleaded gasoline meeting the *minimum* octane specifications established by the Federal government. In compliance with Federal regulations, pumps dispensing such gasoline are labeled with the word

UNLEADED and are equipped with dispensing nozzles which fit the filler neck of your car's gasoline tank.

Supplementary gasoline additives which contain lead and/or phosphorus should not be used under any circumstances. Such additives can severely reduce the effectiveness of your catalytic converter.

Gas Cap—The fuel tank filler cap has a “screw-on ratcheting type” feature for proper gas tank sealing. To remove:

- Rotate cap counterclockwise to clear the inside of the filler neck. This will allow any residual pressure to escape.
- To install, reverse this procedure and tighten cap securely until a “ratcheting”, clicking sound is heard indicating proper cap to filler neck sealing.

NOTE: If this cap requires a replacement, only a cap with these same features should be used. Failure to use the correct cap can result in a serious malfunction of the system. Correct replacement caps may be obtained from your authorized Chevrolet dealer.

ENGINE ITEMS

Engine Oil and Filter Recommendations

- Use only SE engine oil.
- Change oil each 6 months or 7,500 miles, whichever occurs first, *except* under the following conditions:
 - driving in dusty conditions
 - trailer pulling
 - extensive idling
 - short-trip operation at freezing temperatures (engine not thoroughly warmed-up).

*Under these conditions, change oil each 3 months or 3,000 miles, whichever occurs first.

- Operation in dust storms may require an immediate oil change.
- Replace the oil filter at the first oil change, and every second oil change thereafter. AC oil filters

provide excellent engine protection.

See your Chevrolet dealer for advice on the frequency of oil and filter changes under unusual driving conditions.

The above recommendations apply to the first change as well as subsequent oil changes. The oil change interval for your Chevrolet engine is based on the use of SE oils and quality oil filters. Oil change intervals longer than those listed above will seriously reduce engine life and may affect Chevrolet obligation under the provisions of the New Vehicle Warranty.

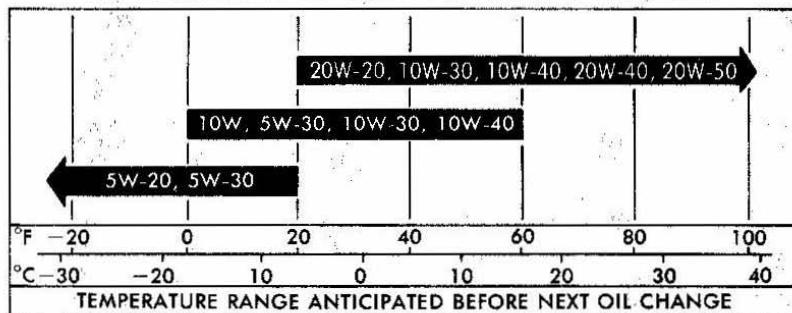
NOTE: Non-detergent and other low quality oils are specifically not recommended. Only the use of SE engine oils and proper oil and filter change intervals assure you of continued proper lubrication of your Chevrolet engine.

A high quality SE oil was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, check the oil level more frequently during the break-in period since higher oil consumption is normal until the piston rings become seated.

Recommended Viscosity

To help assure good cold and hot starting, as well as maximum engine life, fuel economy and oil economy, select the proper oil viscosity for the temperature range anticipated from the following chart:

RECOMMENDED SAE VISCOSITY GRADES



NOTE: SAE 5W-30 oils are recommended for all seasons in vehicles normally operated in Canada. SAE 5W-20 oils are not recommended for sustained high-speed driving. SAE 30 oils may be used at temperatures above 40°F. (4°C.)

Checking Engine Oil Level

The engine oil should be maintained at proper level. The best time to check it is as the last step in a fuel stop. This will allow the oil accumulation in the engine to drain back in the crankcase. To check the level, remove the oil gauge rod (dip stick), wipe it clean and reinsert it firmly for an accurate reading. The oil gauge rod is marked "FULL" and "ADD." The oil level should be maintained in the safety margin, neither going above the "FULL" line nor below the "ADD" line. Reseat the gauge firmly after taking the reading.

Supplemental Engine Oil Additives

The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, supplemental additives are available that can effectively and economically solve certain specific problems without causing other difficulties. For example, if higher detergency is required to reduce varnish and sludge deposits resulting from some unusual operational difficulty, a thoroughly tested and approved additive—"G.M. Super Engine Oil Supplement"—is available at your Chevrolet dealer. In the event of an operational problem, consult your dealer for advice before using supplemental additives.

Air Cleaner

CAUTION: Do not remove the engine air cleaner unless temporary removal is necessary during repair or maintenance of the vehicle. When the air cleaner is removed backfiring can cause fire in the engine compartment.

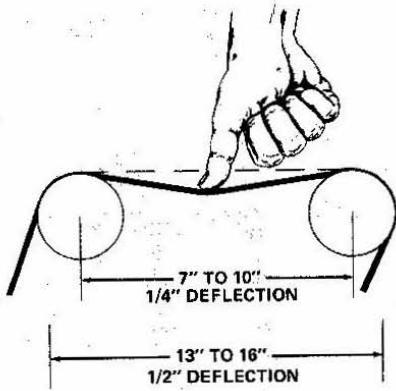
When replacement of Air Cleaner filter element is necessary, an AC ACron air filter element is recommended.

Drive Belts

Every 12 months or 15,000 miles—inspect drive belts for wear, fraying, cracking, and tension. Belts which are in poor condition should be replaced immediately.

Check tension by applying moderate thumb pressure midway between pulleys. If the center-to-center distance between pulleys is

13 to 16 inches, the belt should deflect $\frac{1}{2}$ inch. If the center-to-center distance is 7 to 10 inches, the belt should deflect $\frac{1}{4}$ inch. Loose belts should be retensioned to give the correct deflection.



TRANSMISSION ITEMS

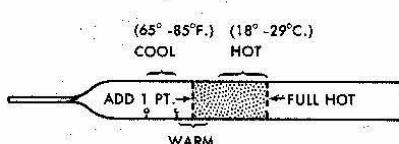
Automatic Transmission— Fluid Level Recommendations

Use automatic transmission fluids identified with the mark DEXRON®-II available from your Chevrolet dealer or local service station.

Check the fluid level at each engine oil change period.

Automatic transmissions are frequently overfilled because the fluid level is checked when the fluid is cold and the dipstick indicates fluid should be added. However, the low reading may be normal since the fluid level will rise as the fluid temperature increases. A level change of over $\frac{3}{4}$ inch will occur as fluid temperature rises from 60° F. to 180° F. (16° C. to 82° C.)

Overfilling can cause foaming and loss of fluid through the vent.



NOTE: **DO NOT OVERFILL.** It takes only one pint to raise level from ADD to FULL with a hot transmission.

Slippage and transmission failure can result.

Fluid level too low can cause slipping, particularly when the transmission is cold or the car is on a hill.

Check the transmission fluid level with the *engine running*, the shift lever in *Park*, and the car level.

Remove the dipstick and touch the transmission end of the dipstick

NOTE: If the vehicle has recently been operated for an extended period at high speed or in city traffic in hot weather or the vehicle is being used to pull a trailer, an accurate fluid level cannot be determined until the fluid has cooled down—usually about 30 minutes after the vehicle has been parked.)

cautiously to find out if the fluid is cool, warm or hot.

Wipe it clean and re-insert until cap seats. Remove dipstick and note reading.

- If the fluid feels cool, about room temperature (65° F. to 85° F.) or (18° C. to 29° C.), the level should be $\frac{1}{8}$ to $\frac{3}{8}$ inch below the "ADD" mark. The dipstick has two dimples below the "ADD" mark to show this range.

- If it feels warm, the level should be close to the "ADD" mark (either slightly above or below).
- If it feels hot (cannot be held comfortably) the level should be between the "ADD" and "FULL" marks.

NOTE: DO NOT OVERFILL. It takes only one pint to raise level from ADD to FULL with a hot transmission.

Automatic Transmission—Drain Intervals

The transmission operating tem-

perature resulting from the type of driving conditions under which your vehicle is used is the main consideration in establishing the proper frequency of transmission fluid changes.

If you do not use your vehicle under severe conditions, change the fluid and filter every 60,000 miles. Refer to section 6, "Specifications", for required fluid quantities.

If the vehicle is usually driven under one or more of the following conditions — considered severe transmission service — change the transmission fluid and filter every 15,000 miles.

- In heavy city traffic.
- Where the outside temperature regularly reaches 90°F (32°C) for extended periods.
- In very hilly or mountainous areas.
- Frequent trailer pulling.
- Commercial uses, such as taxi, police car or delivery service.

Transmission Shift Linkage

Every 7,500 miles or 6 months lubricate shift linkage with water resistant EP chassis lubricant which meets GM specification 6031M.

ENGINE COOLING SYSTEM

The recovery type cooling system is standard on all Chevrolet passenger cars. The coolant expands with rising temperature and the overflow is collected in the recovery tank. When the system temperature drops, the coolant is drawn back into the radiator. The cooling system has been filled at the factory with a high-quality, inhibited, year-around coolant that meets the standards of General Motors Specification 1899-M. This coolant solution provides freezing protection to -20°F (-28°C), and in Canada to -35°F (-37°C), and it has been formulated to be used without replacement for two years or 30,000 miles.

After two years or 30,000 miles, the coolant should be drained to prevent rust or corrosion in the radiator and engine.

Cooling System Care

Do not remove radiator cap to check coolant level, but check visually in the "see thru" coolant recovery tank at least as frequently as needed. Level should be at the "full cold" mark on the recovery tank when the system is cold and at the "full hot" mark at normal operating temperature. Add a 50/50 mixture of high-quality ethylene glycol antifreeze and water for coolant additions. If frequent additions are required, see your dealer for a cooling system check.

NOTE: If recommended quality antifreeze is used, supplemental inhibitors or additives claiming to provide increased capability are not necessary. They may be detrimental to the efficient operation of the system, and represent an unnecessary operating expense.

The cooling system should be serviced every year as follows:

1. Wash radiator cap and filler neck with clean water.
2. Check coolant for proper level and freeze protection.
3. Test system and radiator cap for proper pressure holding capacity (15 psi). If required, use cap designed by AC for coolant recovery systems, and specified for your model.
4. Tighten hose clamps and inspect all hoses. Replace hoses if swollen, checked or otherwise deteriorated.
5. Clean frontal area of radiator core and air conditioning condenser.

Every two years or 30,000 miles, whichever occurs first, the cooling system should be flushed and refilled using the following recommended procedure:

1. Remove radiator cap when engine is cool:
 - Rotate cap slowly counterclockwise to detent (Do not press down while rotating.)
 - Wait until residual pressure (indicated by a hissing sound) is relieved, then press down on cap and continue to rotate counterclockwise.
2. Run engine, with radiator cap removed, until upper radiator hose is hot (indicates thermostat is open).

CAUTION: To avoid the danger of being burned, do not remove radiator cap while engine and radiator are still hot because scalding fluid and steam will be blown out under pressure.

3. Stop engine and open radiator valve to drain coolant. (Operation may be speeded by removing drain plugs in the block.)
4. Close valve (install block drain plugs, if removed) and add sufficient water to fill system.
5. Repeat steps 1, 2, 3, and 4, a sufficient number of times until the drained liquid is nearly colorless.
6. Allow system to drain completely and then close radiator drain valve tightly. (Install block drain plugs, if removed.)
7. Remove recovery cap leaving hoses in place. Remove coolant recovery tank, empty fluid, scrub and clean bottom and sides of tank with detergent and water, flush well with clean water, drain and reinstall.
8. Add sufficient ethylene glycol coolant, meeting GM Specification 1899-M, to provide the required freezing and corrosion protection—at least a 50 percent solution -34°F , -37°C . Fill radiator to the base of the radiator filler neck and bring level of coolant in the recovery tank to the "FULL HOT" mark. Reinstall recovery tank cap.
9. Run engine, with radiator cap removed, until radiator upper hose becomes hot.
10. With engine idling, add coolant to radiator until level reaches bottom of filler neck; install cap making certain arrows line up with overflow tube.

It is the owner's responsibility to:
• Maintain cooling system freeze

protection at -20°F (-28°C) or below to ensure protection against corrosion and loss of coolant from boiling even though freezing temperatures are not expected.

- Add ethylene glycol base coolant that meets GM Specification 1899-M when coolant additions are required because of coolant loss or to provide additional protection against freezing at temperatures lower than -20°F (-28°C), and in Canada to -35°F (-37°C).

NOTE: Alcohol or methanol base coolants or plain water are not recommended for your vehicle at any time.

Radiator Pressure Cap

The radiator cap, a 15 lb. pressure type, must be installed tightly, otherwise coolant may be lost and damage to engine may result from overheating. Radiator pressure caps should be checked periodically for proper operation. If replacement is required specify AC.

Thermostat

The cooling system is protected and controlled by a thermostat that maintains a satisfactory engine operating temperature. This thermostat is installed in the engine coolant outlet and is designed for continuous use through both winter and summer. When replacement is necessary, Delco parts are recommended.

CHASSIS ITEMS

Rear Axle Lubricant

Standard — Every 6 months or 7,500 miles, whichever occurs first, check lubricant level and add lubricant, if necessary, to fill to level of filler plug hole. Use SAE 80W or SAE 80W-90 GL-5 Gear Lubricant. (For vehicles operated in Canada, use SAE 80W Gear Lubricant.)

Positraction — Drain and refill after the first 15,000 miles then maintain same as standard axle but use *only the special positraction lubricant* available from your Chevrolet Dealer, part number 1051022.

Rear Universal Joint Fitting —Except Wagons

Every 6 months or 7,500 miles—lubricate universal joint with water resistant EP Chassis Lubricant Part number 1050679 which meets GM Specification 6040M.

Front Suspension

Every 6 months or 7,500 miles Lubricate fittings with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

NOTE: Ball joints should not be lubricated unless their temperature is $+10^{\circ}\text{F}$ (-12°C), or higher. During cold weather, they should be allowed to warm up as necessary before being lubricated.

Steering Linkage

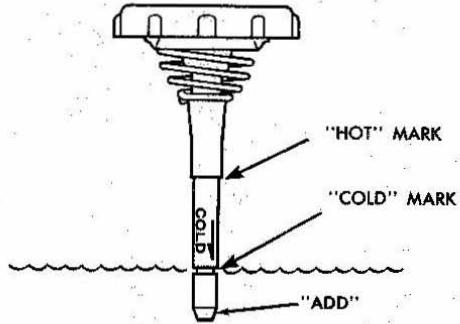
Every six months or 7,500 miles, lubricate fittings with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

Power Steering System

Check the fluid level in the pump reservoir at each oil change period.

Add GM Power Steering Fluid (or Automatic Transmission Fluid DEXRON®-II) as necessary to bring level into proper range on filler cap indicator depending upon fluid temperature.

If at operating temperature (approximately 150°F , 66°C —hot to the touch), fluid should be between "HOT" and "COLD" marks. If at room temperature (approximately 70°F , 22°C), fluid should be between "ADD" and "COLD" marks. Fluid does not require periodic changing.



Front Wheel Bearings

Every 30,000 miles—clean and repack with a high melting point wheel bearing lubricant. Use wheel bearing lubricant GM Part No. 1051344 or equivalent. This is a premium high melting point lubricant. When replacement is necessary specify Delco parts.

CAUTION: "Long fibre" or "viscous" type lubricant should not be used. Do not mix wheel bearing lubricants. Be sure to thoroughly clean bearings and hubs of all old lubricant before repacking.

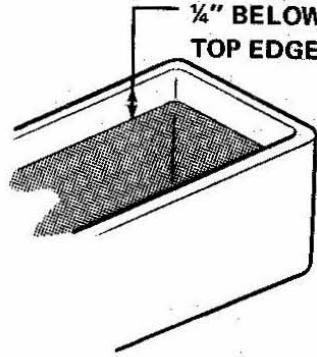
Tapered roller bearings used in this vehicle have a slightly loose feel when properly adjusted. They must never be over tightened (preloaded) or severe bearing damage may result. Consult your authorized Chevrolet Dealer or Service Manual for proper detailed adjustment procedures and specifications.

Brakes

Brake linings should be periodically inspected for wear by a qualified technician. The frequency of this inspection depends upon driving conditions such as traffic or terrain, and also the driving techniques of individual owners. Your Chevrolet Dealer is best qualified to advise you as to how often this inspection should be performed. When replacement is required, specify GM and Delco parts.

REMINDER: The front disc brakes have a built-in wear indicator that is designed to make a high frequency, squealing or cricket-like warning sound when the linings are worn to where replacement is required. The sound will occur intermittently or continuously when wheels are rolling, but will disappear when the brake pedal is firmly applied. Also see the brake checks listed in the Maintenance Schedule folder.

Master Cylinder—Every 6 months or 7,500 miles — Check fluid level in each reservoir and maintain $\frac{1}{4}$ " below lowest edge of each filler opening with Delco Supreme No. 11 or DOT-3 hydraulic brake fluid.



Parking Brake Pulley, Cables and Linkage—Every 6 months or 7,500 miles — Apply water resistant EP Chassis Lubricant which meets GM Specification 6031M, to parking brake cable at cable guides and at all operating links and levers.

Accelerator Linkage

Lubricate with engine oil every 15,000 miles as follows:

1. V-8 Engine—lubricate cable pin at the carburetor lever.

Hinges

The following points should be checked and lubricated every 6 months or 7,500 miles, whichever occurs first: hinges on all doors, fuel filler door, trunk lid, door lock striker and door jamb switches.

Hood Latches

Every 6 months or 7,500 miles whichever occurs first, lubricate hood latch assembly and hood hinge assembly as follows:

1. Wipe off any accumulation of dirt or contamination on latch parts.
2. Apply Lubriplate or equivalent to latch pilot bolts and latch locking plate.
3. Apply light engine oil to all pivot points in release mechanism, as well as primary and secondary latch mechanisms.
4. Lubricate hood hinges.
5. Make hood hinge and latch mechanism functional check to

assure the assembly is working correctly.

Air Conditioning

Have your Chevrolet Dealer check your Air Conditioning system at some time during the winter months to be sure there has been no loss in cooling output. During the summer, see your Chevrolet Dealer immediately if you suspect the system is not performing as it should.

NOTE: Your car's air conditioning system will not operate below ambient temperatures of 30°F (-1°C) regardless of control position.

UNDERBODY MAINTENANCE

The effects of salt and other corrosive materials used for ice and snow removal and dust control can result in accelerated rusting and deterioration of underbody components such as brake and fuel lines, frame, underbody floor pan, exhaust system, brackets, parking brake cables, etc. These corrosive effects, however, can be reduced by periodic flushing of the underbody with plain water.

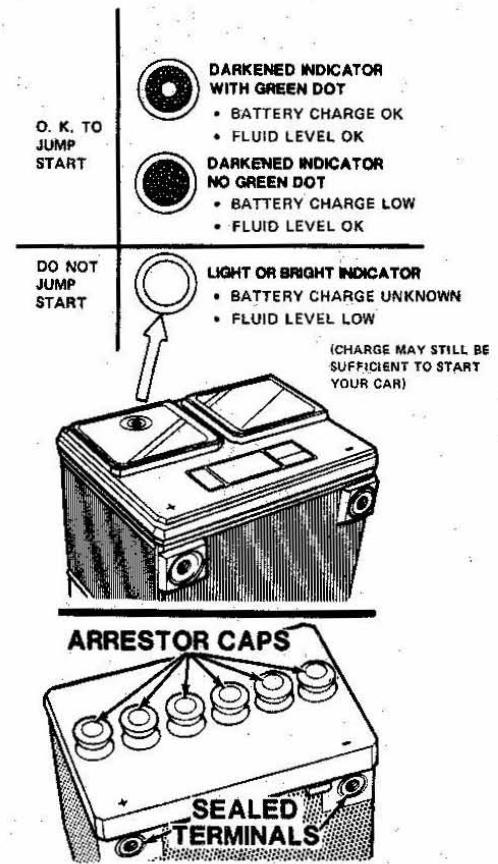
In geographic areas having a heavy concentration of such corrosive materials, it is recommended that the complete underbody be inspected and flushed at least once each year, preferably after a winter's exposure. Particular attention should be given to cleaning out underbody members where dirt

and other foreign materials may have collected.

If desired, your Chevrolet dealer can perform this service for you. In addition, he can provide recommendations on undercoating materials which will help protect your vehicle from corrosion.

BATTERY CARE

CAUTION: Never expose battery to open flame or electric spark—chemical action in the battery generates hydrogen gas which is flammable and explosive. Don't allow battery fluid to contact skin, eyes, fabrics, or painted surfaces—fluid is a corrosive sulfuric acid solution which could cause serious personal injury or property damage. Flush any contacted area with water immediately and thoroughly. Wear eye protection when working on or near battery. Remove rings, metal watchbands and other metal jewelry before working on or around a battery. Be careful in using metal tools and equipment. If such metal should contact the positive battery terminal (or metal in contact with it) and any other metal on the car, a short circuit may occur which could cause personal injury. Batteries and battery acid should always be kept out of the reach of children.



TIRES

The factory installed tires on your vehicle, shown in the Tire Usage Chart, are engineered to provide a proper balance of these performance characteristics for normal vehicle operation:

- Endurance
- Handling
- Noise
- Ride
- Road Hazard Resistance
- Rolling Resistance
- Traction
- Tread Mileage

This section contains some tips on how you can obtain maximum benefit from these tires and your investment in them.

Vehicle Loading

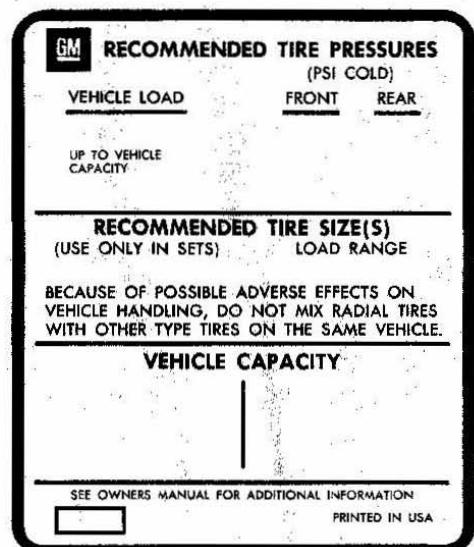
When inflated as recommended on the tire pressure placard, located

on the left door of your vehicle, the tires originally installed will operate satisfactorily at all normal highway loads and speeds. Do not load your vehicle beyond the capacity shown on the tire placard. This represents the design capacity of the vehicle, not merely of the tires.

Station Wagon loads should be distributed as far forward as possible. Luggage racks do not increase the maximum vehicle load capacity specified on the tire placard.

Inflation Pressure

Tire cold inflation pressures listed on the tire placard provide for the best combination of tire life, riding comfort, and vehicle handling for normal driving conditions. Use of the highest pressures shown on the placard will result in improved fuel economy. For those owners who prefer the utmost in



comfort, the reduced tire pressures listed on the placard may be used when reduced loads of 5 occupants or less are carried. Improper tire inflation pressures can adversely affect tire life and vehicle performance.

Too low an air pressure results in increased tire flexing and heat

build up, weakening the tire and increasing susceptibility to damage or failure. In addition, low air pressure reduces fuel economy and may result in abnormal tire wear and adverse vehicle handling. Too high an air pressure can result in harsh ride, increased susceptibility to damage from road hazards, and

abnormal wear.

Tire inflation pressures should be checked at least monthly when the tires are "cold" and when changing the load you plan to carry in your vehicle.

1. The cold tire inflation pressure applies to the tire pressure when a vehicle has not been driven for

ENGINE AND BODY STYLE	STANDARD TIRES	OPTIONAL TIRES
Sedans, Coupes — except Impala 'S' — Impala 'S'	HR78-15 (Radial) G78-15 (Bias Belted)	G78-15 (Bias Belted) HR-78-15 W/S (Radial) G78-15 W/S (Bias Belted)
Station Wagon	LR78-15C (Radial)	L78-15C W/S (Bias Belted)

All standard tires are blackwall with whitewall optional.

All tires for sedans and coupes are load range B, except as noted.

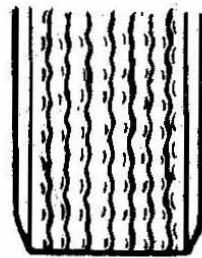
for 3 hours or more, or driven less than 1 mile.

- It is normal for tire pressures to increase 4-8 PSI when the tires become hot from driving. Do not "bleed" (reduce tire inflation pressures) after driving your vehicle. Bleeding serves to increase tire flexing and heat buildup which can result in tire damage and failure.
- For sustained driving at turnpike speeds, cold inflation pressures should be increased 4 PSI above the recommended cold inflation pressures on the tire placard up to a maximum of 32 PSI for load range B tires, 36 PSI for load range C, and 40 PSI for load range D. Sustained speeds above 75 mph are not recommended when the 4 PSI adjustment would require pressures greater than the maximum pressures above.

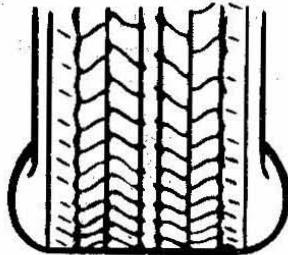
- Always use a tire pressure gauge (a pocket type gauge is recommended) when checking inflation pressures. Underinflated radial tires may have the same appearance as a properly inflated radial tire. *Visual inspection of tires for inflation is totally inadequate especially in the case of radial tires.* If inflation pressure of an individual tire is found to be consistently low, have your dealer find and correct the cause.
- Be sure to re-install the tire inflation valve caps, if so equipped, to prevent dirt and moisture from entering the valve core which could cause air leakage.

Inspection and Rotation

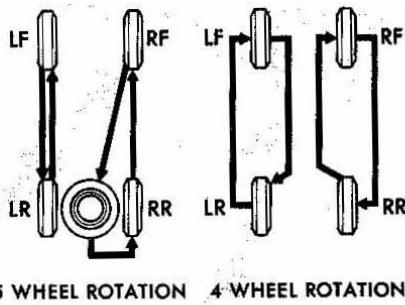
Your tires perform different jobs (front tires are involved with steering and rear tires normally with propelling the vehicle) and can wear differently depending on the type of roads driven, individual



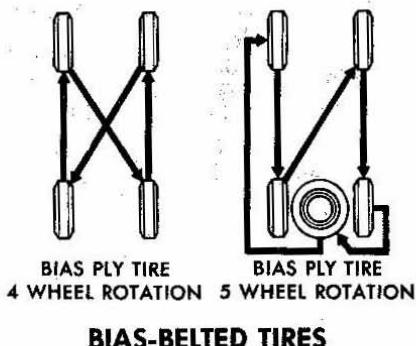
**PROPERLY INFLATED
BIAS-BELTED TIRE**



**PROPERLY INFLATED
RADIAL TIRE**



RADIAL TIRES



BIAS-BELTED TIRES

driving habits, etc. To obtain maximum tire life you should inspect and rotate your tires regularly. Many car and tire dealers will perform a free tire inspection and assist you in identifying uneven or abnormal tire wear which is usually the result of incorrect inflation pressure, lack of regular rotation, improper wheel alignment, out-of-balance, or poor driving habits.

Bias and bias-belted tires should be rotated at least every 7,500 miles. Radial tires should be rotated at least at the first 7,500 miles and then at least at 15,000 mile intervals thereafter or whenever uneven tire wear is noticed.

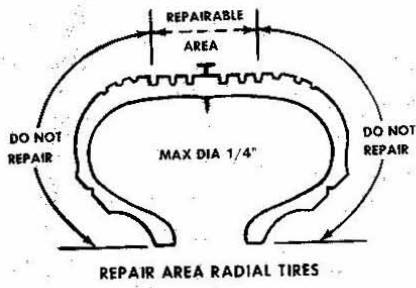
Alignment and Balance

Proper front-end alignment minimizes tire tread wear. To minimize tire wear, your front-end suspension components should be in-

NOTE: It is recommended that the brakes be inspected for wear whenever the tires are rotated.

spected regularly. See the Maintenance Schedule folder for more information. Some ball-joints have built-in wear indicators and some movement in the joints is normal. Improper front -end alignment will not cause vibration. Improper toe alignment may cause your front tires to drag at an angle resulting in excessive wear. Improper camber alignment may cause your front tires to wear more on one side than on the other and can cause the vehicle to "pull" to the left or right.

Proper tire balancing provides the best riding comfort and helps to minimize tire tread wear. Out-of-balance tires can cause annoying vehicle vibration and irregular tire wear such as cupping, flat spots, etc.



Tire Repair

Temporary repair patches or any repairs made from the outside of the tire are not recommended except in emergencies. Such "stop-gap" devices as plugs and aerosol-type sealants are not recommended for more than 100 miles of driving at speeds not over 50 mph. A permanent vulcanized repair (plug and patch) applied from inside the tire should be made as soon as possible. The installation of an inner tube in a damaged tubeless tire is not a recommended repair procedure. If an air loss occurs while driving, do not attempt to drive on the deflated tire more than necessary to stop safely. Driving even a short distance on a deflated tire can damage a tire beyond repair.

The tire industry recommends that punctures on passenger car type radial tires up to $\frac{1}{4}$ " diameter can usually be repaired if they occur

between the major outer tread grooves.

Traction and Snow Tires

A decrease in driving, cornering, and braking traction occurs when water, snow, ice, gravel, or other material is on the road surface. Driving practices and vehicle speed should be adjusted to the road conditions.

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability. To reduce the possibility of traction loss, the following precautions should be observed:

1. Slow down during rainstorms or when roads are slushy.
2. Slow down if road has standing water or puddles.

3. Replace tires when tread wear indicators are visible.
4. Keep tires properly inflated.

If your vehicle is equipped with radial tires, your tires were designed to provide better snow traction performance than bias or bias-belted tires without snow treads. However, if you equip your vehicle with snow tires, you should use snow tires of the same size, load range, and construction type as your other tires. Vehicle speeds should be limited to 75 mph if snow tires are installed because vehicle handling may be adversely affected.

CAUTION: Do not mix different types of tires on your vehicle such as radial, bias, and bias-belted tires except in emergencies, because vehicle handling may be seriously affected and may result in loss of control.

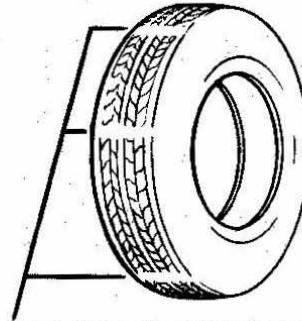
Tire Replacement Considerations

You should replace your tires when...

1. Your tires are worn to a point where $2/32$ inch or less tread remains or worn deep enough to expose the cord or fabric. To help you detect this condition, your tires incorporate built-in tread wear indicators that appear between the tread grooves when tread depth is $2/32$ inch or less. When the indicators appear in two or more adjacent grooves at three locations around the tire, the tire should be replaced.
2. Your tire tread or sidewall is cracked, cut, or snagged deep enough to expose the cord or fabric.

3. Your tire has a visible bump, bulge, or separation.
4. Your tire sustains a puncture, cut, or other injury that cannot be satisfactorily repaired because of the size or location of the injury.

When replacing tires, you should use the same size, load range, and construction type (bias, bias-



TREAD WEAR INDICATORS

belted, or radial) as originally installed on your vehicle. Use of any other size or type tire may seriously affect ride, handling, speedometer/odometer calibration, vehicle ground clearance, and tire clearance to the body and chassis.

On most vehicles originally equipped with radial tires, you will find a TPC Spec. No. (Tire Performance Criteria Specification

Number) molded into the tire sidewall adjacent to the tire size marking. This designation indicates that the tire meets rigid dimensional and performance standards which were developed for your car. These specifications insure a proper balance of: endurance, handling, noise, ride, road hazard resistance, rolling resistance, traction, and tread mileage. Replacing your tires with tires having the same TPC Spec. No. will assure you that your new tires are compatible with your car.

Wheel Replacement Considerations

Wheels must be replaced if bent, heavily rusted, leak air, or if lug nuts continually loosen. Do not straighten bent wheels or use inner tubes in leaking wheels.

When replacing wheels for any reason, the replacement wheels should be equivalent in load capa-

city, diameter, width, offset, and mounting configurations to those originally installed on your vehicle. Replacement wheels can be obtained from your Chevrolet dealers.

A wheel of improper size or type may adversely affect wheel and bearing life, brake cooling, speedometer/odometer calibration, vehicle ground clearance, and tire clearance to the body and chassis. Replacement with "used" wheels which may have been subjected to harsh operating conditions or very high mileage is not recommended. These wheels may fail prematurely without any prior visual indication.

Warranty

Tires are guaranteed by the tire manufacturers. Guarantee information is included in the Passenger Car Tire Owner's Guarantee folder furnished with your vehicle.

IMPORTANT FACTS YOU SHOULD KNOW ABOUT GASOLINE MILEAGE

... AND HOW TO IMPROVE IT

How you drive, where you drive, and when you drive all have an effect on how many miles you can get from a gallon of gasoline. The careful attention you give your car as far as maintenance and repairs are concerned will also contribute importantly to fuel economy.

Fuel Selection

Your vehicle is designed to operate *only on unleaded* gasoline of at least 87 average octane number (Research octane plus Motor octane divided by two). This gasoline should have a Research octane number of at least 91, and a Motor octane number of at least 83. Unleaded gasoline is essential for proper emission control system operation, and it will minimize spark plug fouling. The use of

leaded gasoline can damage or severely reduce the effectiveness of the emission control system and result in loss of warranty coverage.

"Jackrabbit" Starts

Gasoline can be conserved (and engine and tire life prolonged) by avoiding unnecessarily rapid acceleration away from lights and stop signs.

Stop-And-Start Driving

Frequent stops and starts during a trip really cut down on your miles per gallon. Plan even your short shopping trips to take advantage of through streets to avoid traffic lights. Pace your driving like the professional drivers to avoid unnecessary stops.

Excessive Idling

An idling engine uses gasoline, too. If you're faced with more than a few minutes wait and you're not in traffic, it may be better to "turn off" and start again later.

Sudden Stops

Sudden stops themselves don't waste gasoline, but energy is wasted as heat in braking. Energy in the form of gasoline is also needed to accelerate back to driving speed.

Lubricants

A properly lubricated vehicle means less friction between moving parts. Consult this manual and the maintenance schedule for the proper lubricants to use and the lubrication intervals.

Air Cleaner

Your car receives its power from a mixture of gasoline and air. The air is taken into the system through the air cleaner so it's important to replace the air cleaner at required intervals. A dirty air cleaner reduces engine efficiency.

Properly Tuned Engine

Overall tuning (a check on timing, spark plugs, emission control devices, etc.) can improve your car's gas mileage. You just can't expect an "out-of-tune" engine to give you good gas mileage and cleaner air.

Excess Weight

Fuel economy is related to the work the engine must do. The heavier the load, the more power

it takes. Keep excess weight to a minimum by removing any personal effects or luggage from the car or trunk when they are not needed.

Tire Inflation

Underinflation not only causes needless wear of the tires, but can also waste gasoline. It's a good idea to check tire pressures regularly.

Wheel Alignment

Incorrect "toe in" or "toe out" can have the effect of dragging your front tires sideways and may cause premature tire wear. It takes power to carry this extra load and that takes gas from your tank.

Catalytic Converter

The catalytic converter is an emission control device added to

the exhaust system to reduce hydrocarbon and carbon monoxide pollutants from the exhaust gas stream. The converter contains beads which are coated with a catalytic material containing platinum and palladium.

Use of the catalytic converter has the advantage of allowing the engine to be re-tuned for improved fuel economy and driveability.

The catalytic converter requires the use of unleaded fuel only.

Unleaded gasoline is used to reduce combustion chamber deposits, corrosion and to prevent lead contamination of the catalyst that would render it ineffective. *The use of leaded fuel will cause the catalytic converter to become ineffective as an emission control device.*

Important

1. Keep your engine properly tuned. Certain engine malfunctions, particularly involving the electrical, carburetion or ignition systems, may cause unusually high converter temperatures. *Do not continue to operate your vehicle if you detect engine misfire, noticeable loss of performance, or other unusual operating conditions.* A properly tuned engine will help avoid malfunctions that could damage the catalytic converter.
2. Do not park your car over combustible materials, such as grass or leaves, which can come into contact with the hot exhaust system and cause such materials to ignite under certain wind and weather conditions.
3. Do not push or tow this vehicle to start. Under some conditions, this could damage the catalytic converter.

DISREGARD OF THESE WARNINGS COULD CAUSE DAMAGE TO THE CATALYTIC CONVERTER, TO THE VEHICLE, OR PROPERTY NEAR THE VEHICLE.

SPECIFICATIONS

VEHICLE IDENTIFICATION NUMBER

Car—Stamped on vehicle identification number plate attached to left top of instrument panel.
 Body—Stamped on plate attached to upper right corner of cowl panel.
 Engine—Stamped on boss on block.
 8-Cylinder—On right front side of block.

DIMENSIONS

Overall Length

Coupes and Sedans 222.9"
 Station Wagons 228.6"

Width 79.5"

Wheelbase, All (Exc. Station Wagon) 121.5"

Station Wagon 125.0"

Overall Height

Coupe 53.7"
 Sedan 54.5"
 3-Seat Station Wagon 57.4"
 2-Seat Station Wagon 58.1"

GASOLINE TANK (Approx.)	U.S. Measure	Imperial Measure
Coupes and Sedans.....	26 gal.	21.75 gal.
Station Wagon	22 gal.	18.25 gal.

CRANKCASE (REFILL) (Approx.)	OIL CHANGE ONLY	OIL CHANGE AND FILTER CHANGE		
	U. S. Measure	Imperial Measure	U. S. Measure	Imperial Measure
350 V-8	4 qt.	3 1/4 qt.	5 qt.	4 1/4 qt.
400, and 454 V-8	4 qt.	3 1/4 qt.	5 qt.	4 1/4 qt.

COOLING SYSTEM	350 V-8	400 V-8	454 V-8
U.S. Measure	18 qt.	18 qt.	23.0 qt.*
Imperial Measure	15 qt.	15 qt.	19.25 qt.*
Thermostat ALL	195°		
Radiator Pressure Cap		15 lb.	
*With Air Conditioning—add 2 qts. U.S. Measure (1 3/4 qts. Imperial Measure).			

AIR CONDITIONING SYSTEMS

Refrigerant—R-12 3 lb., 12 oz.
 Compressor Oil (525 Vis.)

All Systems 11 oz.

TRANSMISSIONS	U.S. MEASURE	IMPERIAL MEASURE
Turbo Hydramatic 350.....	10.0 qts.	8.25 qts.
400.....	11.0 qts.	9.25 qts.

BATTERY RATING

Engine	Volts	Watts*	Reserve Capacity**
350-V8 and 400-V8	12	3200	100 min.
454-V8 and H.D.	12	4000	125 min.

*Cranking power at 0°F.

**Minutes before battery drops to 10 1/2 volts with a continuous 25 amp. drain.

TIRE INFORMATION

Wheel Nut Torque 100 ft. lbs.
 Complete tire information will be found on pages 5-14 through 5-20.

TURN SIGNAL FLASHER:

Type	Capacity
Impala and Caprice	3-lamp (LL)
Bel Air	2-lamp (LL)
Hazard Warning Flasher, All	6-lamp

ITEM	USAGE	RECOMMENDATION
Carburetor Fuel Filter	All	AC Type GF470
Positive Crankcase Ventilator Valve	All	AC Type CU774C
Crankcase Ventilator Filter	All	AC Type FB59

ITEM	USAGE	RECOMMENDATION
Engine Oil Filter		AC Type PF25
Radiator Cap	All	AC Type RC-33
Engine Air Cleaner Element	All	AC Type A348C

SPARK PLUGS

The following spark plugs are recommended for Chevrolet engines.

Normal Service (Original Equip.)

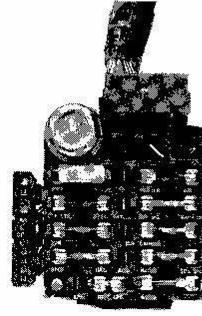
All V-8 Engines	AC Type R45TS
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ENGINE SPECIFICATIONS

CARBURETOR	8 Cylinder Engine		
	350 Cu. In.	400 Cu. In.	454 Cu. In.
ENGINE DATA	2 and 4 Barrel	4 Barrel	4 Barrel
Comp. Ratio	8.5:1	8.5:1	8.25:1
Bore	4.00	4.125	4.25
Stroke	3.48	3.75	4.00
Firing Order	1-8-4-3-6-5-7-2		

FUSES AND CIRCUIT BREAKER

The wiring circuits in your 1976 Chevrolet are protected from short circuits by a combination of fuses, circuit breakers, and fusible thermal links in the wiring itself. This greatly reduces the hazard of electrically caused fires in the automobile. The fuse junction block is located under the left side of the instrument panel.



FUSES AND CIRCUIT BREAKER: (Continued)

The headlamp circuits are protected by a circuit breaker in the light switch. An electrical overload will cause the lamps to go on and off, or in some cases to remain off. If this condition develops, have your wiring circuits checked immediately. In addition to a fuse, the windshield wiper motor is also protected by a circuit breaker. If the motor overheats, due to overloading caused by heavy snow, etc. the wipers will remain stopped until the motor cools. Also, a circuit breaker, mounted on the firewall, protects the power window, power seat, and other circuits when vehicle is so equipped. Where current load is too heavy, the circuit breaker intermittently opens and closes, protecting the circuit until the cause is found and eliminated.

Fuses, located in the Junction Block beneath the dash on the driver's side are:

Radio, TCS Sol, Hydra-matic Downshift and Anti-Diesel Control, Pulse Wiper System, Choke Pull Off	10A
W/S Wiper	25A
Stop Lamps, Hazard Flasher	20A
Heater, A/C	25A
Dir. Sig., B/U Lamps, Power Window Relay	20A
Inst. Lamps, Heater Dial	3A
Inst. Panel Warning Lamps, Gauges, Cruise Control, Rear Defogger Override Relay, Seat Belt Warning Buzzer	10A
Warning Buzzer, Luggage Lamp, Clock, Courtesy Light, Lighter, Glove Box Light	20A
Tail Lamp, Parking Lamp, License, and Side Marking Lamp	20A

An Air Conditioning high blower speed fuse, 30 amps., is located in an in-line fuse holder running from junction block to Air Conditioning relay.

Do not use fuses of higher amperage rating than those recommended above.

Fusible Links are incorporated into the wiring system. These are wires of such a gauge that they will fuse (or melt) before damage occurs to an entire wiring harness in the event of an electrical overload. See your Chevrolet Dealer if fusible link replacement becomes necessary.

BULB SPECIFICATIONS

	Candle-power	Number
Headlamp Unit	37½W	4000
Outer—High Beam	55W	(Sealed Beam)
Low Beam		5001 (Sealed Beam)
Inner—High Beam	37½W	1157NA
Parking Lamp and		
Front Directional Signal	24-2.2	1157
Tail and Stop Lamps		
Rear Directional Signal	32-3	168
License Plate Lamp	3	1156
Back-up Lamp	32	1891
Glove Compartment Lamp	2	1895
Indicator Lamps		
Clock Lamp		
Temperature Indicator Lamp		
Oil Pressure Indicator Lamp		
Generator Indicator Lamp		
Hi-Beam Indicator Lamp	2	194
Auto. Trans. Quadrant Lamp		
Directional Signal Indicator Lamp		
Brake System Warning Lamp		
Seat Belt Warning Lamp		
Door Open Warning Lamp		
Instrument Panel Cluster Lamps	3	168
Side Marker—Front	2	194
Side Marker—Rear	2	194
Heater, A/C Control Panel Lamp	2	1895
Dome Lamp	12	211-2 or 211-1
Luggage Compartment Lamp	15	1003
Underhood Lamp	15	93
Courtesy Lamp	6	631
Radio Dial Lamp (All exc. Stereo and		
Tape player)	3	1816
Radio Dial Lamp (Stereo and		
Tape player)	2	564
Reading Lamp	15	1004
Radio Indicator	1	66

OWNER ASSISTANCE

The satisfaction and goodwill of the owners of Chevrolet products are of primary concern to your dealer and the Chevrolet Motor Division. Normally, any problems that arise in connection with the sales transaction or the operation of your car will be handled by your dealer's Sales or Service Departments. It is recognized, however, that despite the best intentions of everyone concerned, misunderstandings will sometimes occur. If you have a problem that has not been handled to your satisfaction through normal channels, we suggest that you take the following steps:

STEP ONE—Discuss your problem with a member of dealership management. Frequently,

complaints are the result of a breakdown in communications and can quickly be resolved by a member of the dealership management. If the problem already has been reviewed with the Sales Manager or Service Manager, contact the Dealer himself or the General Manager.

STEP TWO—Contact the Chevrolet Zone Office closest to you listed on the following pages (or in Canada contact the General Motors Zone Office). When it appears that your problem cannot be readily resolved by the dealership without additional assistance, the matter should be called to the attention of the Zone's Customer Services Department and the following information provided:

- Your name, address, telephone number
- Vehicle Identification number*
- Dealer's name and location
- Vehicle's delivery date and mileage
- Nature of problem

STEP THREE — Contact the Customer Services Manager, Chevrolet Central Office, Chevrolet Motor Division, Detroit, Michigan 48202 (313-556-5219)

(or in Canada contact the Owner Relations Manager, Oshawa, Ontario 416-644-6624). If after an additional review of all facts involved he feels that some further action can be taken, he will so instruct the Zone. In any case, your contact will be acknowledged providing Chevrolet's position in the matter.

When contacting the Zone or Central Office, please bear in mind that ultimately your problem likely

will be resolved in the dealership, utilizing the dealer's facilities, equipment and personnel. It is suggested, therefore, that you follow the above steps in sequence when pursuing a problem.

Your purchase of a Chevrolet product is greatly appreciated by both your dealer and Chevrolet Motor Division. It is our sincere desire to assist you in any way possible to assure your complete satisfaction with your vehicle.

*Available from vehicle registration, title or plate attached to left top of instrument panel and visible through the windshield.

CHEVROLET ZONE OFFICE ADDRESSES

When calling for assistance, please ask for Customer Services Manager

Homewood, Ala. (Birmingham)
3490 Montgomery Hwy. 35210
(205) 870-5320

Tempe, Arizona (Phoenix)
1625 W. 23rd St. 85282
(602) 968-2425

Los Angeles, California
1800 Avenue of the Stars 90067
(213) 879-9611

Oakland, California
10910 E. 14th St. 94600
(415) 562-0553

San Diego, California
5353 Mission Center Rd. 92112
(714) 299-9480

Denver, Colorado
4355 Kearney St. 90200
(303) 320-5023

Jacksonville, Florida
8206 Phillips Hwy. 32207
(904) 733-3682

Atlanta, Georgia
5730 Glenridge Drive, N.E.
(404) 256-5500

Indianapolis, Indiana
2350 N. Shadeland Ave. 46206
(317) 269-5031

Oakbrook, Illinois (Chicago)
2021 Spring Rd. 60680
(312) 654-6345

Peoria, Illinois
2009 N. Knoxville 61601
(309) 688-1021

Des Moines, Iowa
818 Fifth Ave. 50305
(515) 244-3141

Lenexa, Kansas (Kansas City)
8900 Marshall Dr. 66201
(913) 281-6702

Louisville, Kentucky
4501 Indian Trail 40200
(502) 968-6203

Metairie, La. (New Orleans)
3545 1-10 Service Rd.
(504) 888-9013

Hanover, Maryland (Baltimore)
1800 Parkway Drive 21201
(301) 796-3640

Westwood, Mass. (Boston)
505 Blue Hill Drive 02090
(617) 329-1057

Grand Blanc, Michigan (Flint)
5198 Territorial Road 48439
(313) 694-7007

Southfield, Michigan (Detroit)
15565 Northland Drive 48075
(313) 424-2011

Edina, Minn. (Minneapolis)
7600 Metro Blvd. 55424
(612) 830-4044

Maryland Heights, Missouri (St. Louis)
83 Progress Parkway 63043
(314) 878-3304

Omaha, Nebraska
11616 "I" Street 68100
(402) 333-4500

Englewood, N. J. (Newark)
385 Nordhoff Place 07631
(201) 894-7100

Bethpage, Long Island, N. Y.
175 Central Ave., South 11714
(516) 420-4340

Cheektowaga, N. Y. (Buffalo)
2615 Walden Ave. 14225
(716) 684-8025

Syracuse, N. Y.
107 Twin Oaks Dr. 13200
(315) 437-2861

Tarrytown, N. Y.
371 S. Broadway 10591
(914) 332-0136

Charlotte, N. Carolina
6000 Monroe Road
(704) 568-2520

Fargo, N. D.
W. Frontage Rd.
Hwy. I-29 58102
(701) 282-4451

Parma, Ohio (Cleveland)
12990 Snow Road (Parma) 44129
(216) 265-5600

CHEVROLET ZONE OFFICE ADDRESSES (Cont'd)

Sharonville, Ohio (Cincinnati)
11575 Reading Rd., 45241
(513) 841-5927

Oklahoma City, Oklahoma
12 N.E. 36th Street 73100
(405) 521-9776

Beaverton, Oregon (Portland) 97005
15005 S. W. Tualatin Valley Hwy.
(503) 646-8271

Carnegie, Penn. (Pittsburgh)
507-527 Forrest Ave. 15106
(412) 928-5725

Harrisburg, Pennsylvania
Pennsboro Office Center
Taylor Bridge Bypass
Wormleysburg, Penn. 17105
(717) 255-6416

King of Prussia, Penn. (Phila.)
935 First Avenue 19406
(215) 265-9380

Memphis, Tenn.
3495 Lamar Ave. 38100
(901) 363-1410

Dallas, Texas
8635 Stemmons Freeway 75200
(214) 688-5241

Houston, Texas
4807 Wake Forest St. 77000
(713) 668-0511

Salt Lake City, Utah
303 East South Temple 84111
(801) 532-2345

Sandston, Va. (Richmond)
5450 Lewis Road 23150
(804) 222-2840

Charleston, W. Virginia
1205-1211 Virginia St., E. 25300
(304) 344-2301

Bellevue, Washington (Seattle)
Bellevue Business Center Building
Suite 300
777 - 106th Ave. N.E. 98009
(206) 464-5111

Brookfield, Wisconsin (Milwaukee)
333 Bishops Way 53201
(414) 784-2570

GM OF CANADA LIMITED ZONE OFFICES

Vancouver, B. C. V6A 2N6
900 Terminal Avenue
(604) 684-9444

Calgary, Alta. T2P 2M7
P.O. Box 2510
(403) 243-4621

Regina, Sask. S4P 3E9
581 Park St.
(306) 543-2224

Winnipeg, Man. R2X 0Y9
1345 Redwood Avenue
(204) 633-1080

London, Ont. N6A 4P6
951 Pond Mills Road
P.O. Box 412
(519) 455-2400

Ottawa, Ont. K1G 0Z4
875 Belfast Road
(613) 237-5051

Toronto, Ont. M3C AJ1
1200 Eglinton Ave., East
(416) 446-5000

Montreal, Que. H9R 4R2
5000 Trans-Canada Highway
Pointe Claire, Quebec
(514) 697-9160

Moncton, N. B. E1C 8M2
653 St. George St.
(506) 854-1500

HAWAII, GUAM, AMERICAN SAMOA

General Motors Overseas Distribution Corp.
1600 Kapiolani Boulevard
Suite 714
Honolulu, Hawaii
Mail—P.O. Box 341

PUERTO RICO, U.S. VIRGIN ISLANDS

General Motors Overseas Distribution Corp.
Suite No. 10
Centro Comercial San Francisco
Avenida De Diego
Rio Piedras, Puerto Rico
Mail—G.P.O. Box 4382
San Juan, Puerto Rico

MEXICO

General Motors de Mexico S.A. de C. V.
Av. Ejercito Nacional No. 843
Mexico 5, D.F.
545-3921

PANAMA CANAL ZONE

General Motors Overseas Distribution Corp.
Edificio De Diego
Esq. Calle 41 Y
Avenida Balboa
Panama, R.P.
Mail—Apartado 7872
Panama 9, Republic of Panama

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Service Publications—Chevrolet

The following publications covering the operation and servicing of your Chevrolet can be purchased by filling out the reverse side of this order form and mailing it with your check or money order to Helm, Incorporated.

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ST 333-74	1974 OVERHAUL MANUAL Includes basic off-the-car overhaul of major components (e.g. engine, transmission, etc.).	6.50
ST 335-76	1976 BODY SERVICE MANUAL Includes: Complete Body Service Information for all body styles.	7.00
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GAS STATION INFORMATION

Refer to "Service and Maintenance" Section for Further Details.

Gas Cap—Located behind the license plate (coupes and sedans) and left rear fender on station wagon models. See gas cap removal procedure in "Service and Maintenance" Section (Page 5-2).

Gasoline Recommendation—Use only an unleaded gasoline.

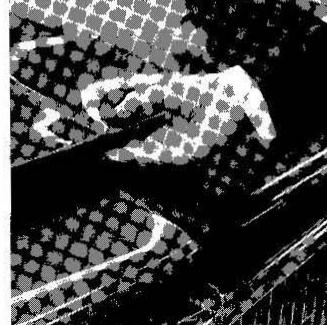
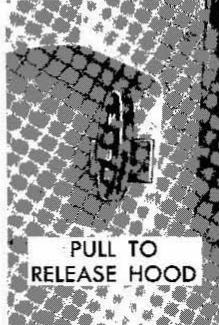
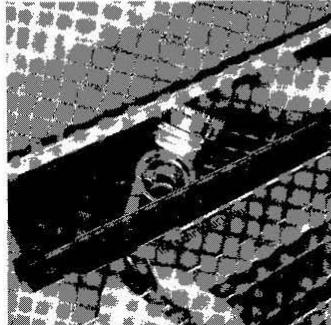
Hood Release

To Raise Hood—The hood release handle is located beneath the instrument panel to the left of the

steering column. Pull the release handle to release the hood lock and then raise the hood manually as shown on illustration.

Engine Oil Dipstick—Located on the left side of engine block. Check oil level as the last operation in a fuel stop. Maintain between "ADD" and "FULL" marks on dipstick.

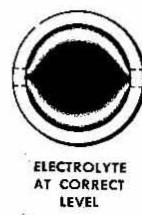
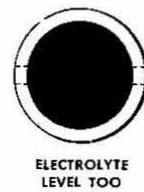
Engine Oil Recommendation—Use only high quality SE oils. See page 5-3 for oil viscosity chart.



Tire Inflation Pressures—Check at least monthly. Keep inflated to pressures shown on tire placard affixed to left front door of your vehicle.

Windshield Washer—Check reservoir fluid level regularly. Use a washer fluid, such as GM Opti-kleen.

Battery—Check the fluid level monthly. If the fluid level is low, add only colorless, odorless drinking water or distilled water to bring level to split ring in filler opening.



A WORD TO CHEVROLET OWNERS . . .

This manual has been prepared to acquaint you with the operation and maintenance of your 1976 Chevrolet, and to provide important safety information. It is supplemented by two convenient folders which provide additional information on vehicle maintenance, and warranties. We urge you to read these publications carefully and follow the recommendations to help assure the most enjoyable and troublefree operation of your vehicle.

When it comes to service, remember that your Chevrolet dealer knows your vehicle best and is interested in your complete satisfaction. Return to him for Guardian Maintenance Service and any other assistance you may require.

To assist dealers in handling your needs, Chevrolet maintains a number of Zone Offices throughout the country. Should you have a problem that cannot be handled through normal channels, follow the procedure presented in Section 6 of this manual under the heading, "Owner Assistance".

We would like to take this opportunity to thank you for choosing a Chevrolet product—and assure you of our continuing interest in your motoring pleasure and satisfaction.

CHEVROLET MOTOR DIVISION

FOR CONTINUING SATISFACTION, KEEP YOUR GM CAR ALL GM. GENERAL MOTORS PARTS ARE IDENTIFIED BY ONE OF THESE TRADEMARKS:



NOTE TO CANADIAN OWNERS:

If preferred, a French Owner's Manual can be obtained from either your Dealer or by writing to General Motors of Canada Limited, Owner Relations Department, Oshawa, Ontario L1J 5Z6."

Aux propriétaires canadiens

On peut se procurer un exemplaire de ce Guide en français auprès du concessionnaire ou du service des relations avec la clientèle, General Motors of Canada Limited, Oshawa, Ontario L1J 5Z6.

1976 CHEVROLET OWNER'S MANUAL

This manual should be considered a permanent part of the vehicle, and must remain with the vehicle at time of resale.

CHEVROLET MOTOR DIVISION

GENERAL MOTORS
CORPORATION

DETROIT, MICHIGAN 48202

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

For vehicles sold in Canada, substitute the name General Motors of Canada Limited, wherever the name Chevrolet Motor Division appears in this manual.

ST 304-76

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Applicable to CALIFORNIA Sales Only

This vehicle as delivered by GM Chevrolet Division is equipped with a bumper energy absorption system meeting California S.B.42 (1971) as set forth in Sec 34715 Vehicle Code.

Applicable to FLORIDA Sales Only

This vehicle as delivered by GM Chevrolet Division is equipped with a bumper energy absorption system meeting section 501.125, Florida Statutes, as amended June 10, 1974.

YOUR CHEVROLET'S FIRST FEW HUNDRED MILES OF DRIVING

You can operate your new car from its very first mile without adhering to a formal "break-in" schedule. However, during the first few hundred miles of driving you can, by observing a few simple precautions, add to the future performance and economy of your car.

It is recommended that your

speed during the first 500 miles be confined to a maximum of 55 M.P.H., but do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full throttle starts and, if possible, avoid hard stops especially during the first 200 miles of operation since brake mis-

use during this period will destroy much future brake efficiency.

Always drive at moderate speed until the engine has completely warmed up.

If you plan to use your new car for trailer hauling see additional information on page 1-10.

**SEE PAGE 5-21 *for ADDITIONAL INFORMATION ON
HOW TO IMPROVE YOUR GAS MILEAGE***